

F1 FAN SURVEY Your new favourites revealed

AUTOSPORT

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28 OCTOBER 2021

UNITED STATES GP DUEL

ADVANTAGE VERSTAPPEN

**How Red Bull beat Hamilton
in tense Austin contest**

**'The rest of the season is
going to be really tight'**

CHRISTIAN HORNER

VERSTAPPEN

**12 POINTS
AHEAD
5 RACES
TO GO**



PLUS

Sutton storms to third British Touring Car crown

Best moments from five decades of the Formula Ford Festival



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F1 2021 delivers again at Austin – and you have your say

It's no longer a surprise when the 2021 Formula 1 season doesn't play out to the form book. Mercedes hadn't been beaten to pole at Austin since 2013 before last weekend, and Lewis Hamilton has five victories at the Circuit of The Americas. But Red Bull won the 2021 United States Grand Prix with Max Verstappen.

The Red Bull RB16B and Mercedes W12 are close enough that small details can make the difference on any given weekend. The RB16B generally seems marginally the faster, but is clearly not an easy machine to get into the optimal set-up window, and Red Bull had to overturn a deficit to Mercedes in practice to take pole and victory.

Alex Kalinauckas explains how the team did it in our report on page 16, which also indicates the championship battle is still a tough one to call with five races still to go.

It's been a fine F1 season and the recent fan survey conducted by F1 and Motorsport Network indicates it's in pretty decent health ahead of the major rules overhaul next year. The survey provided some interesting results (p10) and Motorsport Network President James Allen talks about the project in one of our columns (p14).

Two titles that were decided last weekend were in British Touring Cars (p32) and W Series (p42). Congratulations to Ash Sutton and Jamie Chadwick respectively for defending their crowns.



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Jared Tilton/Red Bull

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The ex-F1 star made himself comfortable within the Arrow McLaren SP squad



HULKENBERG IN THE FRAME FOR McLAREN INDYCAR SEAT

INDYCAR

Formula 1 veteran Nico Hulkenberg is in the frame for a switch to the IndyCar Series with Arrow McLaren SP. The team insists that it's unlikely to run a third car from the start of the 2022 season, but when it does – possibly in the summer – the German is a prime contender.

The 2015 Le Mans 24 Hours winner, who won in every series he contested on his way to F1 but somehow never scored a podium in a grand prix, tested an IndyCar for the first time at Barber Motorsports Park on Monday. While he was one second off the pace in the five-car driver-evaluation test around the 2.38-mile course, he turned over 100 laps, and was satisfied.

"Overall I think it was a good and successful day," said the 34-year-old. "I definitely can confirm that these steering monsters are very physical cars and it took a while in the morning to feel comfortable, but in the afternoon the laptimes and the performance started to come in and it was great fun. Big thanks to Arrow McLaren SP for this opportunity today and their very

professional work on track."

If that sounded non-committal, team president Taylor Kiel was left deeply impressed. "For one thing, it was a tough thing to do to turn 108 laps today as Nico did," he told Autosport. "I think it was a testament to his training regimen because he's been out of an open-wheel car for some time and to hop in here is certainly a challenge.

"But it's a challenge he accepted and he did a really good job, everything we asked him to do, and didn't put a wheel wrong all day. So a good day. We just went step by step through our programme and he was a pleasure to work with. All the feedback I got from him throughout the day and listening to him on the intercom and the debriefs, he enjoyed the car, enjoyed the style of driving and how physical it is. On the flipside, the physicality of it was also probably a bit shocking to him at the beginning and probably led to some inconsistencies at the end of the day.

"Nico got to experience in-laps on worn tyres, out-laps on cold tyres, quali sims, long runs, full tanks, low tanks... We went through the whole deal, so it was about him

understanding what these cars are like to drive, understanding us as a team, and the general vibe of the series. And it gave us a chance to understand Nico as a driver.

"I wasn't even looking at the laptimes because everyone's running their own programme so you can't ever make direct comparisons. I was focusing on his interaction with the team. That was at a very high level, as you'd expect."

Arrow McLaren SP is committed to running Pato O'Ward and Felix Rosenqvist in its two full-time entries next season.

INDY SILLY SEASON CONTINUES

The test was topped by Indy Lights runner-up David Malukas with Dale Coyne Racing. He is shortly expected to be confirmed in the seat for next season, where he is set to join two-time Indy 500 winner Takuma Sato. Meanwhile, Sato's old team Rahal Letterman Lanigan Racing has confirmed FIA Formula 2 race winner Christian Lundgaard alongside Graham Rahal and Jack Harvey as it expands to three full-time entries.

Ed Carpenter Racing evaluated IndyCar veteran Ryan Hunter-Reay,



who is one of three drivers – along with incumbent Conor Daly and Oliver Askew – in contention for the road/street-course drive in the #20 car raced by team owner Carpenter on the ovals, and for ECR's third entry in the Indianapolis 500.

The 2012 champion and 2014 Indy 500 winner was second fastest, ahead of two cars run by his former employer Andretti Autosport. Devlin DeFrancesco, who is set to replace James Hinchcliffe, was 0.2 seconds faster than Indy Lights champion Kyle Kirkwood, who flat-spotted his tyres on what should have been his fastest run of the day. For this pair, the Barber test was their second taste of IndyCar. Kirkwood's destiny for 2022 is unknown, but his race engineer for the test, Nathan O'Rourke – who runs Colton Herta full-time – said he is as impressive as Herta and Josef Newgarden at the equivalent stage in their careers.

DAVID MALSHER-LOPEZ

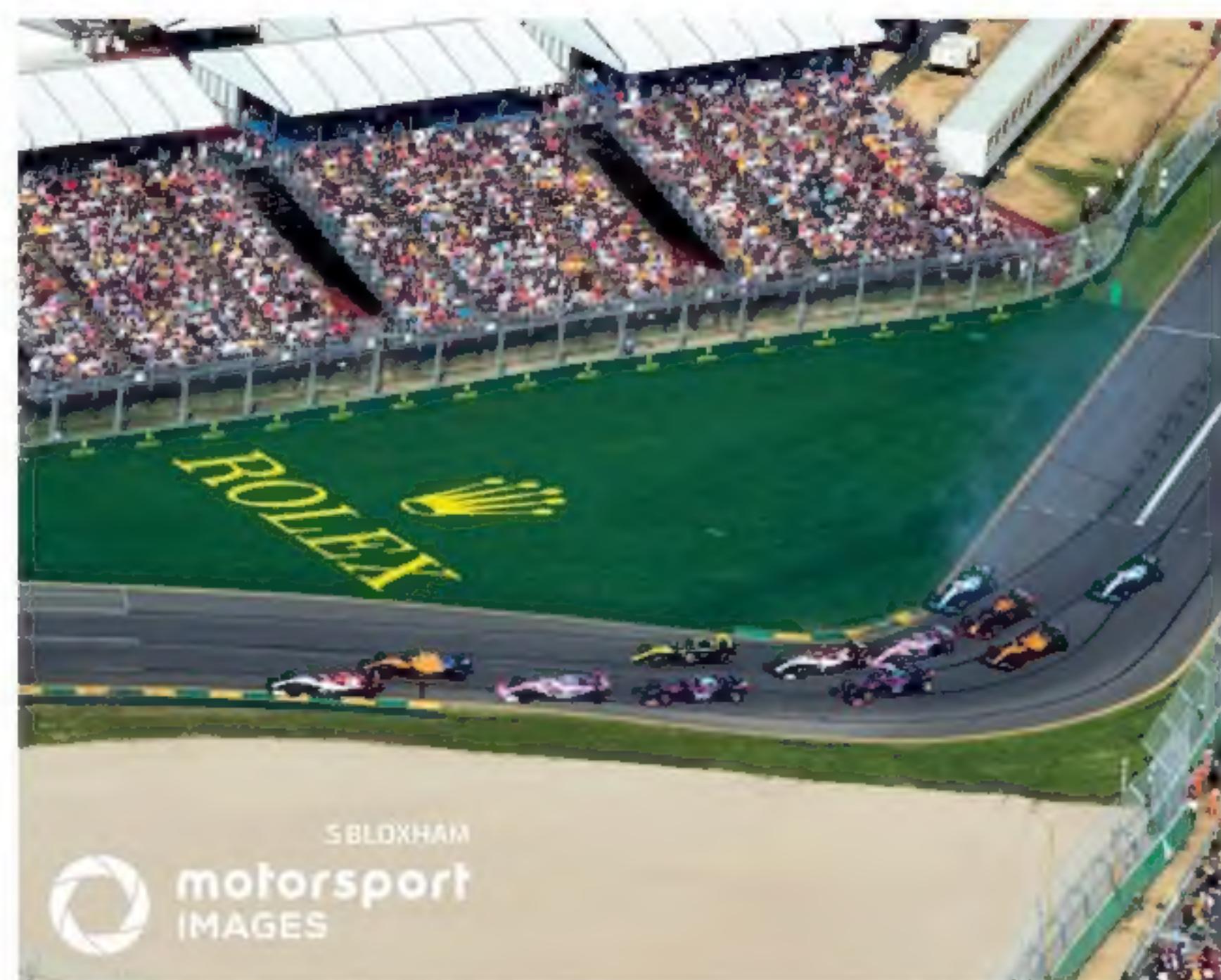
SYDNEY WANTS TO POACH AUSSIE GP

FORMULA 1

Sydney is mulling over a bid to steal the Australian Grand Prix from rival city Melbourne, according to local reports.

Seven Network's local TV news in Sydney is reporting that the New South Wales government is assessing the bid, the centrepiece of which is reportedly a Monaco-style street circuit winding alongside the city's famous harbour.

According to the report, "sensitive, high-level talks are under way" as NSW looks to pump tens of millions of dollars into major events to accelerate the state's COVID-19 recovery. Sydney and NSW



have been particularly crippled by the virus, with the city – Australia's largest – only emerging from a months-long lockdown in recent weeks.

The earliest Sydney could host the Australian Grand Prix would be 2026, with the Australian Grand Prix Corporation in Melbourne holding a contract that runs

until 2025. Albert Park (above) has staged the Melbourne race since taking over from Adelaide in 1996.

This is not the first time Sydney has made noises about wanting to poach the GP, which forms an important part of Melbourne's claim to being Australia's sporting capital.

ANDREW VAN LEEUWEN



American talent to Williams

FORMULA 1

Highly rated American Logan Sargeant has joined the Williams Formula 1 driver academy on a long-term deal.

Sargeant, 20, finished third in last year's FIA Formula 3 Championship, but was unable to move up the ladder due to a lack of budget. That prompted a last-minute return to the series in 2021, where he finished seventh.

Sargeant had been due to test in IndyCar for AJ Foyt Racing at Barber Motorsports Park this week, only for that to be called off when his deal with Williams emerged. "It's a team with not only a fantastic history, but a great track record of bringing young talent into

Formula 1," said Sargeant. "I am really excited to begin working with the team and can't wait to hit the ground running."

Sargeant is looked after by Infinity Sports Management, which is the same group that works with current Williams F1 driver George Russell and the team's ex-protege, F2 ace Dan Ticktum.

Williams said that Sargeant would use his role to "conduct simulator work and help with car development as part of a long-term agreement, becoming fully immersed into the team both trackside and at the factory in Grove." The deal could mean some free practice sessions at F1 races next year, although the details of his duties are still to be finalised.

LUKE SMITH



Toyota explains how it nearly lost Le Mans victory

LE MANS 24 HOURS

Toyota has identified and solved the fuel-pressure issue that threatened to rip victory at the Le Mans 24 Hours out of its grasp. The fix will be in place for the resumption of the World Endurance Championship in Bahrain this weekend.

The issue forced the Toyota Gazoo Racing Europe team to come up with what technical director Pascal Vasselon described as a "creative fix" to get its two Le Mans Hyercars to the finish in first and second positions at the French enduro in August. It has revealed that it was caused by a mix of grease and polyurethane particles blocking the fuel filter on each car.

Toyota believed it was on top of the fuel problems that had hit the #8 GR010 HYBRID at the previous round of the WEC at Monza in July. This was traced to aluminium oxide particles in the system it uses to condition the fuel in the pits mixing with the grease from the fuel-nozzle connectors on the cars.

"When we found after Monza these aluminium oxide particles in the fuel we were certain to have found the problem," said Vasselon. "At Le Mans it was a very complex phenomenon."

He explained that the fuel bladder inside the tank was collapsing as the fuel level went down, causing its inner walls to rub together to generate the polyurethane particles. Together with the grease they clogged the fuel filter.

The fix has involved modifying the breather system for the fuel system, which was largely carried over from

the TS050 HYBRID LMP1 car. "With the LMH car the fuel flow is much higher, because the engine power is much higher and the engine efficiency is lower," added Vasselon. "The speed at which the fuel leaves the tank is now much higher and the breather was too small."

Rally legend Sébastien Ogier will get to sample the GR010 in the official WEC rookie test in Bahrain, it has finally been confirmed. The seven-time World Rally champion will drive one of the two cars in the test on 7 November as he looks to switch to endurance racing in 2022. "As everyone knows, it's a dream of mine to compete in endurance racing in the future and the test in Bahrain is important to learn more about the car and about my own level," said the French driver. "It's a big challenge and I'm working hard to be ready for Bahrain."

Ogier has already spent two days in the simulator at the TGRE headquarters in Cologne to prepare for the test the day after the series finale. Le Mans LMP2 winner Charles Milesi will also take part with Toyota.

The Toyota and the Alpine will be returned to the same power levels and minimum weights for Bahrain as at the WEC opener at Spa back in May. The Hypercar class Balance of Performance reflects the absence of Glickenhaus, which joined the WEC for round two at the Portimao 8 Hours in June. The per-stint fuel allocation, measured in megajoules, has also been reduced for both cars.

GARY WATKINS

Nasr tipped for Penske Porsche

WEC/IMSA

Felipe Nasr looks bound for Porsche's LMDh project. The news that Tristan Nunez will fill the seat the Brazilian occupies at Action Express Racing in the IMSA SportsCar Championship for next year provides tacit confirmation that the ex-Sauber Formula 1 driver will be part of Penske Racing's twin attacks on the North American series and the World Endurance Championship with Porsche in 2024.

Nasr, IMSA champion in 2018 with Action Express, has been widely tipped to join Porsche and Penske along with Dane Cameron. The American was part of the Penske Acura set-up in IMSA in 2018-20, winning the title with Juan Pablo Montoya in 2019. No confirmation has been forthcoming from Porsche or Penske on any signings for the LMDh programme. Nasr and Cameron would be part of a roster including some names already on Porsche's books.

The increasing likelihood that Nasr (below) is on his way to Porsche comes at a time when Penske has been spotted testing an ORECA-Gibson 07 LMP2 at Daytona. This suggests the US powerhouse is gearing up for a programme in either IMSA or the WEC next season as a lead-in to the LMDh programme.

Former Mazda driver Nunez, who is racing in the LMP2 ranks with the WIN Motorsport P2 team this season, will join up with Pipo Derani, Nasr's full-season partner at Action Express since 2019. Toyota driver Mike Conway has been retained by Action Express for the IMSA long-distance races that make up the Michelin-sponsored Endurance Cup.

Alex Lynn, Earl Bamber and Sébastien Bourdais have been confirmed alongside incumbent Renger van der Zande by Chip Ganassi Racing for its expanded, two-car IMSA assault with Cadillac next year.

GARY WATKINS



LEVITT/MOTORSPORT IMAGES



IT'S RICCI BOBBY! McLaren Formula 1 star Daniel Ricciardo was given a demo outing in a 1984 NASCAR Chevrolet formerly raced by Dale Earnhardt at last weekend's US Grand Prix. McLaren boss Zak Brown rewarded the Australian with the run for his win in the Italian GP. Ricciardo grew up an Earnhardt fan, and adopted the late seven-time NASCAR champion's famous #3 for his F1 career. "The noise, smashing gears, the driving position – everything's quite unique," said Ricciardo. "And it's Dale's car – one of my all-time heroes, so that was surreal. Good fun." **Photograph by Sutton/Motorsport Images**

Yamaha plucks Moto3 rider to join Dovizioso

MOTOGP

Yamaha has given its blessing for the rebranded RNF Racing to continue as its official MotoGP satellite team, and has plucked a rider straight from the Moto3 ranks to join Andrea Dovizioso in its 2022 line-up.

RNF is the new identity for the Sepang Racing Team, which announced in August that it would be quitting MotoGP along with title sponsor Petronas.

Team boss Razlan Razali remains

in place at RNF – which is named after his three children – and had already confirmed Dovizioso, who returned to competition recently (right) with the squad, on a factory-backed Yamaha. The Italian will be joined by Darryn Binder, who graduates from SRT's Moto3 squad to ride a year-old bike. The younger brother of two-time MotoGP race winner Brad Binder, he will be the first rider since Jack Miller in 2015 to make the leap straight to



MotoGP from Moto3.

RNF will be sponsored by Italian firm WITHU, while SRT's team director Johan Stigefelt will leave the squad.

Binder's and RNF's deals with Yamaha are only for 2022

currently, but both have options to extend into 2023. RNF's one-year Yamaha deal is due to it needing to comply with the Security Trade Group as a new entity established in the UK.

LEWIS DUNCAN

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Loeb tests for M-Sport; will he return to WRC?

WORLD RALLY CHAMPIONSHIP

Nine-time World Rally champion Sébastien Loeb has tested M-Sport's new Ford Puma in Spain as speculation mounts that he could make a comeback in 2022.

Loeb joined the British squad for last week's asphalt test of its 2022 Puma ahead of the WRC's move to new hybrid Rally1 regulations next year. While he has been linked with a possible return to the WRC with M-Sport, it is thought that it would only be a partial campaign if a deal is reached.

M-Sport declined to comment on the test when approached by Autosport.

Loeb, 47, last appeared in the WRC at

Rally Turkey in 2020, finishing third while driving for Hyundai during a two-year stint as a part-time driver.

Since retiring from full-time WRC action at the end of 2012, the French ace has contested 16 WRC events for Citroen and Hyundai. This season Loeb has been competing in Extreme E, and drove for Prodrive in January's Dakar Rally.

Earlier this month, M-Sport confirmed the signing of Hyundai driver Craig Breen, but it is yet to announce the drivers for its remaining two full-time seats for 2022. Adrien Fourmaux is widely expected to retain his ride, having played a key role in the Puma's development, while Gus

Greensmith has been tipped to continue.

M-Sport team principal Richard Millener mentioned prior to this month's Rally Spain that it would be "lovely" to reach a deal with Loeb, but outlined there are many hurdles to clear for this to happen.

Reports circulating that an agreement has been reached appear to be premature. "There are a lot of obstacles to do something with Séb and at the moment we are no further on to be able to say if anything is going to happen or not," said Millener. "It would be lovely but at the minute we are concentrating on other avenues and sorting what we do between Adrien and Gus and Craig."

TOM HOWARD

Brits Noble and Wells crowned LMP3 champs

LE MANS CUP

British pair Colin Noble and Tony Wells claimed the Le Mans Cup title in last weekend's finale at the Algarve circuit.

The Nielsen Racing Ligier JSP320 duo finished the two-hour race in Portugal 10th, but that was enough to put the crown beyond reach of Matt Bell and Maurice Smith. The Anglo-American pair, who needed to win to

stand a chance of the title in their Cool Racing Ligier, finished the race in fourth.

Noble (right) drove a conservative opening stint, while there was a mix-up of strategies owing to a full-course yellow, during which some crews opted to make their driver changes but Nielsen did not.

"It was fortunate there at the end – we made it very tricky for ourselves," said Noble. "The pitstops turned

it on its head and we had to scramble back there at the end. We probably played it too safe – we were just trying to have a straightforward race. The way it worked out, the gain they got was huge – they nearly gained a lap on us."

Yet another UK driver, British GT contender Ian Loggie, took victory with Swiss ace Mathias Beche at the wheel of their Phoenix Racing Ligier.





S BLOXHAM/MOTORSPORT IMAGES

Hakkinen to partner Bottas

RACE OF CHAMPIONS

Two-time Formula 1 world champion Mika Hakkinen has joined the field for the Race of Champions as team-mate to Valtteri Bottas for Team Finland.

Hakkinen, 53, is the latest star name attracted to the 5-6 February event, which will take place in the Swedish resort of Pite Havsbad with an off-course route in the ice and snow. Current Mercedes F1 driver Bottas announced in September that he would be making his ROC debut next year. The two will represent Team Finland in the Nations Cup, with both drivers also due to take part in the individual Champion of Champions event.

"I'm very excited to be back racing again and to finally be able to participate in the Race of Champions," said Hakkinen, who won the F1 drivers' title in 1998 and 1999 with McLaren, and last made a competitive outing in one of the manufacturer's GT3 cars in the Suzuka 10 Hours in 2019. "It will be very different from racing in Formula 1, but I love competition and it's so spectacular driving on snow and ice. I'll try to get some practice at my place in the north of Finland before the event.

"It's an honour to represent Team

Finland with Valtteri Bottas. We will do our best to win the title and hopefully there will be a lot of Finnish fans coming to support us."

Bottas added: "We have become good friends with Mika, so I'm very happy to have him as my team-mate representing Finland in the ROC Nations Cup. But then of course we have to try to beat each other in the individual Race Of Champions. It will be entertaining for the fans, whoever wins it."

Hakkinen and Bottas are part of an array of Nordic drivers for the event, including Denmark's nine-time Le Mans winner Tom Kristensen, Sweden's three-time World Rallycross champion Johan Kristoffersson, Norway's one-time World Rally king Petter Solberg and his son Oliver.

"There is a long-standing sporting rivalry between the Nordic countries, so there will be a lot of prestige on the line," said Race of Champions president Fredrik Johnsson. "The local drivers might think they will have an edge, but the competition from nations like France, spearheaded by Sebastien Loeb, and US with Travis Pastrana will be fierce and there are always surprises at ROC."

LUKE SMITH

IN THE HEADLINES

MACAU TO BE FOR F4 AGAIN

The Macau Grand Prix has confirmed that this year's event, which takes place on 19-21 November, will for the second time be held as the finale of the Chinese Formula 4 Championship. COVID has ruled out the traditional F3 blue riband in 2020 and 2021, and the entire event – including the Guia touring car classic – will again be fought out by predominantly local teams and drivers.

IMOLA GETS DTM DATE

Imola has been added to next season's DTM schedule. The Italian circuit fills the 17-19 June slot formerly marked as 'TBA', and effectively replaces Monza, which joined the calendar in 2021 as the opening round.

SUTTON, LTR, BMW TITLES

As well as winning the British Touring Car Championship outright at Brands Hatch last weekend, Ash Sutton put the Independents' title out of reach in the second race. Likewise, Sutton's aquad Laser Tools Racing claimed the overall and Independents teams' crowns. BMW scored its sixth successive manufacturers' honour.

F2 AND F3 POINTS CHANGES

The FIA F2 and F3 series have downgraded points for reversed-grid races in 2022. F2 will now be 10-8-6-5-4-3-2-1, while F3 will be 10-9-8-7-6-5-4-3-2-1. Feature races will still award 25 points to the winner.

BEARMAN LEAD IS CUT

A win at Hockenheim last weekend has allowed Tim Tramnitz to trim Ollie Bearman's German F4 points lead to just 23 points, with 75 available at the Nurburgring finale next month. Bearman scored a best result of second from the three races at Hockenheim. The reversed-grid race was won by 2020 British F4 champion Luke Browning, while Irish latecomer to the series Alex Dunne topped both qualifying sessions.

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F1 FANS HAVE THEIR SAY IN SURVEY

FORMULA 1

The results of Formula 1's largest-ever global fan survey, commissioned by Motorsport Network in partnership with F1 and Nielsen Sports, were released last week. More than 167,000 people in 187 different countries completed the survey and gave their views on the current state of F1, as well as picking their favourite drivers and teams. It outlined the growth F1 has enjoyed since the last survey in 2017, as well as the changing landscape of the fanbase and audience, which has become younger and more diverse. Here are some of the headline numbers and results from the survey.

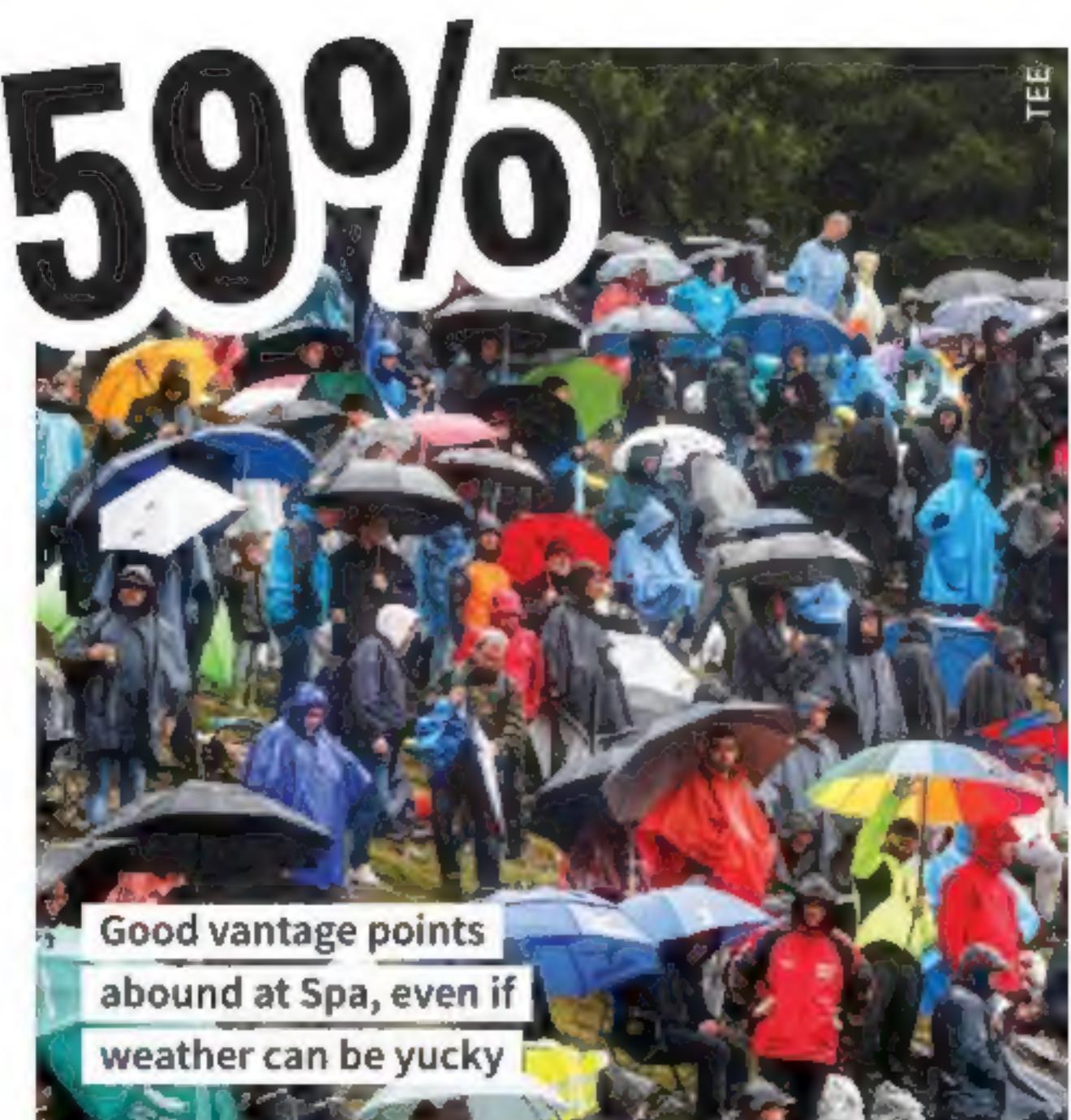
THE MOST IMPORTANT RACES

It comes as little surprise that F1's most traditional races topped this vote among fans. The Italian Grand Prix at Monza was named F1's most important race, boosted by two particularly dramatic races in 2020

and 2021, and its reputation for one of the most exciting atmospheres in F1. Spa, Silverstone and Monaco joined Monza in forming a clear top four, with

RACES

Italy	70%
Belgium	65%
Britain	60%
Monaco	54%
Japan	28%
Brazil	24%
(maximum five choices allowed)	



each track appearing on over half of fans' permitted five choices. The Japanese Grand Prix at Suzuka claimed fifth place despite not being held for two years, narrowly beating Interlagos.

THE MOST IMPORTANT FEATURES IN ATTENDING A GRAND PRIX

While F1 may place a focus on the added-value events for fans attending races, the most important factors were about the direct grand prix experience itself. A good vantage point topped the vote ahead of ease of travelling, while ease of parking also ranked highly, showing the importance of the basics when it comes to going to a race.

FEATURES IN ATTENDING A GRAND PRIX

MOST IMPORTANT

Good vantage points	59%
Ease of travelling	47%
Pit walkabouts/tours	31%
Ease of parking	29%
Paddock tours	29%
Strong support races	28%

LEAST IMPORTANT

Game zone	7%
Music concerts & entertainment	9%
Nightlife/off-track attractions	13%

(chosen as very important)

Fans also showed a keen interest in getting closer to the action when possible, putting a focus on pit walkabouts and tours, and also wanted to see strong support races. But side events such as concerts, gaming zones and general night life were not considered to be priorities.

THE MOST POPULAR TEAMS

McLaren almost doubled its vote from 2017 in being named Formula 1's favourite team, with the Woking squad the pick for 29% of fans. This was fuelled by strong numbers for drivers Lando Norris and Daniel Ricciardo, and a particular success among the young and female audience. The team has placed



AGREE OR DISAGREE WITH THE FOLLOWING STATEMENTS ABOUT F1

	AGREE	DISAGREE
It's the pinnacle of motorsport	90%	3%
It needs to attract and retain new fans	67%	7%
It showcases the best drivers	70%	12%
Its business interests are now too important	63%	7%
Its safety initiatives benefit road users	57%	10%
It has the right balance between entertainment and sport	58%	15%
It's in better health than five years ago	55%	13%
It should do more to promote motorsport, not just F1	41%	21%
Music concerts & entertainment	9%	9%



AGREE OR DISAGREE WITH THE FOLLOWING ABOUT THE SPECTACLE

	AGREE	DISAGREE
It should be a world leader in sustainable fuels	66%	12%
Drivers should be left free to race (with penalties only for dangerous driving)	61%	22%
There should be more than one tyre supplier allowed	59%	20%
In-race refuelling should be reintroduced	44%	34%
A third-driver race should be introduced at each GP weekend	36%	29%
Sprint qualifying races have improved the show	40%	34%
Teams should be able to buy and run customer cars	34%	28%
Track limits should be strictly enforced	40%	37%
Points should be awarded for qualifying	35%	44%
Success ballast should be introduced	24%	52%
Drivers should have to use three tyre compounds in each GP	19%	58%
Sprint qualifying should be held on all race weekends	17%	60%
Reversed grids should be introduced	17%	68%
Car designs should be frozen for the year, so no upgrades	10%	73%

POPULAR TEAMS

McLaren	29%
Red Bull	20%
Ferrari	18%
Mercedes	12%
Williams	3%
Aston Martin	3%
Alpine	3%
AlphaTauri	2%
Alfa Romeo	1%
Haas	0%

a big focus on its digital output and offerings, doing well to capture the youth. Red Bull finished second, while Ferrari fell from the top of the rankings for the first time – the Prancing Horse was third ahead of Mercedes, which also dropped two places compared to 2017.

vote, but remained the number one driver among UK fans. Daniel Ricciardo was fourth ahead of Sebastian Vettel, who polled well among fans who said they supported multiple drivers.

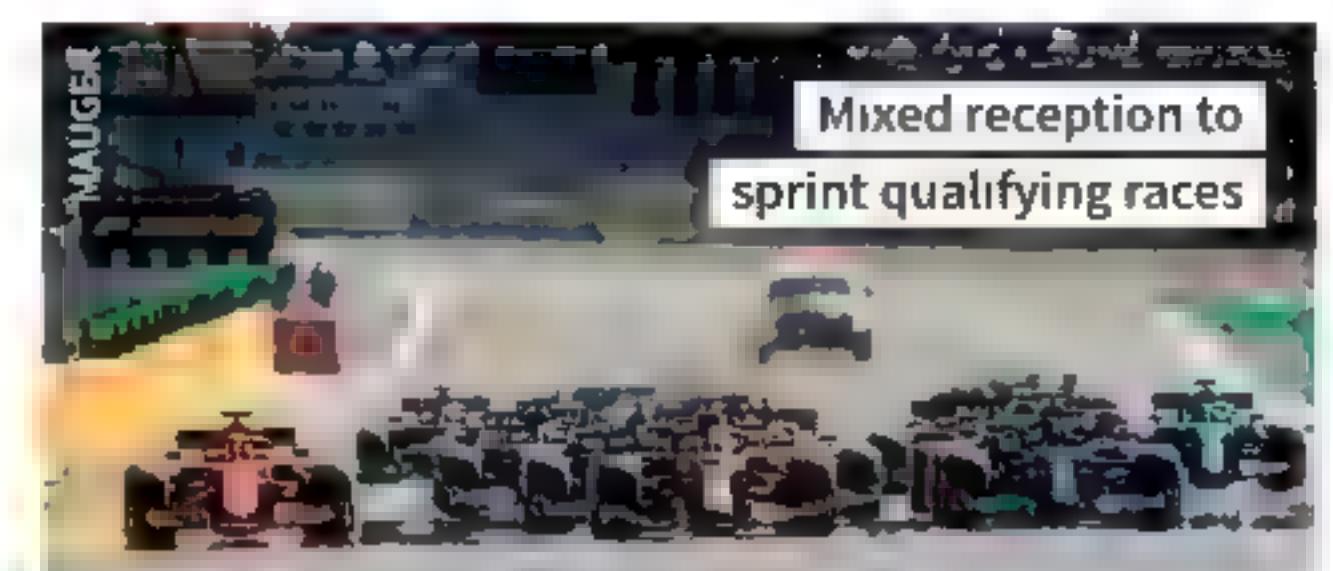
POPULAR DRIVERS

Max Verstappen	14%
Lando Norris	14%
Lewis Hamilton	12%
Daniel Ricciardo	10%
Sebastian Vettel	9%
Charles Leclerc	7%
Fernando Alonso	7%

THE ALL-IMPORTANT REGULATIONS...

As F1 continues its push to use more sustainable fuels in the next generation of power units, fans showed a keen interest and desire in the practice as they overwhelmingly said the series had to be a world leader in the field. Another area fans made their feelings clear upon was on sprint races, which they said should not be at every single grand prix after their debut this year. Fans marginally agreed that sprint races had improved the show, though, which F1 said was an “encouraging” response. Reversed grids also received a big pushback from fans, with over two thirds of respondents saying they would be a bad idea.

LUKE SMITH



THE MOST POPULAR DRIVERS

Max Verstappen not only enjoys significant popularity at home in the Netherlands, but has an international following. He was named as the fans' favourite driver, winning 14% of the vote. Verstappen polled strongly in the US and Japan in pipping Lando Norris to top spot. Norris won a bigger share of the vote among younger and female fans, and said he felt glad to have a positive influence on young people looking up to F1. Lewis Hamilton was third in the

F1 IN BETTER HEALTH THAN BEFORE

One of the most encouraging signs for F1 was the fact that 55% of fans now think the series is in better health than it was five years ago, up from 25% in 2017. There was a clear conviction from fans that F1 remains the pinnacle of motorsport, and there was also a clear desire to get more new fans interested, with the improved diversity and youth of the audience showing that this is ongoing. But fans did feel that F1's business interests had now become too important, feedback delivered as the series gears up for its longest ever calendar in 2022.



The 2021 BTCC FINAL!
What a weekend for the team!

2021 DRIVERS' CHAMPIONSHIP WINNER:

2021 TEAMS' CHAMPIONSHIP WINNER:

2021 INDEPENDENT DRIVERS' CHAMPIONSHIP WINNER:

2021 INDEPENDENT TEAMS' CHAMPIONSHIP WINNER:

ASH SUTTON for LASER TOOLS RACING

LASER TOOLS RACING

ASH SUTTON for LASER TOOLS RACING

LASER TOOLS RACING



What a season Formula 1 is having in 2021

While Verstappen and Hamilton battle for the title at the front, two of F1's great marques – McLaren and Ferrari – are putting on a compelling show behind them

ALEX KALINAUKAS

There are brilliant battles everywhere: Max Verstappen versus Lewis Hamilton, which rightly takes top billing as the closest multi-team title fight the championship has produced in years, plays out at every round. Then there's the contest to be F1's best 'A' team between Alpine, Alpha Tauri and Aston Martin, Williams and Alfa Romeo going at it on the edge of the midfield, the Haas rookies battling at the back. Plus, Fernando Alonso vs the FIA and the vagaries of the F1 rulebook.

But the standout battle behind the fight at the front concerns two of F1's most storied squads: McLaren vs Ferrari. And they're scrapping to be best of the rest and secure the lucrative third place in the 2021 constructors' championship. Both teams are on long-term rebuilding drives from big setbacks. McLaren's stems from its years of underinvestment at the end of the 2010s, and the Honda misery in the middle of the last decade. Ferrari, now really a long time removed from its last titles, controversially losing its engine edge, and slipping out of 'Class A' at the start of 2020.

Both teams have excellent driver line-ups. Ferrari's is the clear best in F1, with Carlos Sainz Jr adjusting to his new surroundings alongside Charles Leclerc better and faster than any other driver

“The McLaren-Ferrari fight has ebbed and flowed, but Ferrari has had the edge since Russia”

who changed teams over the past off-season. McLaren can make the case for that accolade when Daniel Ricciardo can consistently match Lando Norris's excellence.

The McLaren-Ferrari fight has ebbed and flowed throughout 2021. But since the Russian GP, where both teams played a starring role, and Sainz led the early stages before Norris came agonisingly close to a famous first win, Ferrari has had the edge. The points totals don't show it yet. McLaren still holds third place with 254 to Ferrari's 250.5, but the Italian squad has led the way in qualifying at the past two rounds – by a massive 0.689s in Turkey thanks to Leclerc's Q3 stunner – while both Ferraris led the McLarens in Austin's Q3 two-by-two result behind the mixed-up Red Bulls and Mercedes. And Ferrari has been a clear step ahead in the races too, with Leclerc dropping Ricciardo by 24.6s last weekend after having

an unlikely victory shot in the wet weather at Istanbul Park. There, Sainz finished barely behind Norris after starting at the back.

McLaren knows it's behind. It could have been further ahead in the standings if Ricciardo had adapted his style to the MCL35M as quickly as Sainz acclimatised in the SF21. “[It's a] tough one because it's not what we want so late in the season,” says Norris. “We've got to try and do something more to get back ahead of them.”

McLaren has certainly taken its best chances while Ferrari hasn't – mainly Leclerc's Monaco Q3 crash damage costing him the chance to convert pole into a lead he likely wouldn't have lost, even with the rampaging Verstappen in close company. But the engine change penalty pain he endured at Sochi and Sainz did at Istanbul Park was worth it. Ferrari gave its drivers new engines to introduce an upgraded hybrid system to gather data ahead of 2022, which seems to have paid off nicely. One rival team reckons the new system has given Ferrari a 5bhp boost – not much, but not nothing. And the team itself is pleased with the gains its chassis upgrades have made in a year when such progress is limited by regulation.

Meanwhile, McLaren is grappling with the reliability problems surfacing at every Mercedes-powered squad. Ricciardo took a new engine in Turkey and lined up alongside Sainz, unable to follow him so far up the order. Norris is one of two Mercedes customer engine drivers still going with their original engine allocation pool (the other is Aston's Lance Stroll). He reckons the power deficit on his ageing engine parts is having an impact.

Judging by McLaren's struggles on the more flowing, downforce-dependent tracks this year, the upcoming races in Mexico and Brazil could be tough against the resurgent Ferrari. Qatar is a big unknown, but both teams will go to Jeddah hopeful of doing well when F1 returns to a street-track setting. In Abu Dhabi last year, McLaren was a clear step above the rest of the midfield. “It's been super-tight this year with McLaren – they've had some upper hands on some circuits,” Sainz says of the formbook battle against his old team. “I think they will still have the upper hand in some of the circuits that are left this season.”

The final results of F1's many 2021 battles will be apparent in just seven weeks. They're all going to be worth paying attention to but, in this fight between two of the championship's legendary marques, the outcome really matters. There's the prize money at stake, sure, plus the prestige of the highest result possible logged into the history books. But for each team it's also about trying to ensure that they start F1's new era on the best possible footing. **»**

 PIT STOP GP REPORT



On track for a bright future

The results of the 2021 Global F1 Fans Survey show the sport to be in good health, but the fans have also sent a clear message that they value authenticity over gimmicks

JAMES ALLEN

The release of the results of the 2021 Global F1 Fans Survey during the US Grand Prix weekend at Austin was a significant moment for Formula 1 for a number of reasons.

First it shows that the sport is growing and attracting new, younger and more female audiences. This is something F1 struggled with in the past; the audiences were ageing and heavily focused in Europe. Bernie Ecclestone famously quipped in the later years of his reign as CEO that he preferred to have older fans as the young can't afford to buy a Rolex watch. F1 is on a very different pathway now.

The Survey, which follows on from similar studies we conducted in 2015 and 2017, shows that since Liberty Media took over there has been a notable shift in audience demographics and attitudes. It's the youngest sample we have seen – the average age has come down by four years – and it's the most diverse, with roughly double the female participation of the 2017 survey at almost 20%. Meanwhile, 34% of the responses came from people who have been fans for fewer than five years. There is also a more balanced spread of regions, with greater input from Asia, the US, the Middle East and Africa.

This can partly be put down to the success of initiatives such as the Netflix *Drive to Survive* series of behind-the-scenes documentaries, which has lifted the helmet off the sport and

“Fans’ attitudes to the sport are more positive, with ‘exciting’ as the number one attribute”

revealed a cast of appealing characters. Then the proliferation of social media output from F1, the drivers and teams has further driven that audience engagement.

What this proves is that, thanks to the internet and social media channels, today anyone can become a fan, wherever they are in the world. This is really powerful, and for sports that know how to harness it, as F1 now seems to, it can be transformational.

Another key point is the attitude of the fans to the sport, which is demonstrated by what we call ‘brand attributes’. This means the choice of adjectives fans use to describe F1. These are notably more positive than in the 2015 survey, where “boring” was one of the top five. In 2021, we have “exciting” as the number one attribute, while the others in the top five this time are “entertaining”, “technological”, “expensive” and “competitive”. It is the first time

that “entertaining” and “competitive” have made the top five. And 90% of the audience agreed that F1 is the pinnacle of motorsport. This is the most positive brand health I have seen during my 30 years working in F1, and it gives a strong platform for the future.

But it's not all about entertainment. The fans are serious about wanting F1 to be a pioneer in sustainable technologies, like the move to 100% sustainable fuels in 2025, something that 67% of the audience sample was aware of. Fans generally rejected any gimmicks to spice up the show, such as reversed grids and success ballast. There is a hankering for the return of tyre competition in F1 with a second supplier, but this is less strong than in 2017. There is a moderately positive view that sprint qualifying has brought something new and interesting to the F1 show, but no appetite for them to feature at most grands prix.

At the same time, we find that regardless of their age or how many years they have followed F1, most fans value the four classic F1 venues the most: Silverstone, Spa, Monaco and Monza. Meanwhile Baku, Austria and Bahrain have gained in popularity since the last survey. And in the driver and team popularity stakes, the new generation of drivers seems to have really captured the imagination, with Max Verstappen and Lando Norris ahead of Lewis Hamilton and Daniel Ricciardo. Meanwhile, McLaren's renaissance on track and their popular driver line-up projected them to number one, ahead of Red Bull, Ferrari and Mercedes.

This is the largest single sample that Nielsen has analysed in any sport, and by far the most comprehensive study conducted in motorsport. A total of 167,000 fans shared their feedback from 187 countries over the course of a five-week period that spanned the Italian, Russian and Turkish Grands Prix. We pushed the survey out in 15 languages on our platforms during September. It was a collaborative project between Motorsport Network (the owner of Autosport), Formula 1 and Nielsen.

I'm always fascinated to see trends and patterns, and one that I shall be watching closely in future is the increasing overlap between F1 fans and people who identify as gamers. Over half of the audience play motorsport-specific video games, with a massive 64% of those aged 16-24 being active gamers. Motorsport lends itself ideally to gaming because the controls are the same for the gamer as for Verstappen and Hamilton: steering wheel, pedals and gearshift paddles. So the relatability of the gamers to the drivers is much stronger than in FIFA football or other games.

Overall, the survey paints a picture of a sport that is in good health and on the rise, with new audiences from around the world finding it appealing. The new rules for 2022 are designed as a reset for the direction that F1's management feels the audience wants it to go, and the checks and balances are there with the clear message from F1 fans that they value authenticity over gimmicks. *

YOUR SAY

What I saw was Jo approaching the corner, when all of a sudden the car gave a massive twitch before spearing off to the outside of the track

NEIL SALISBURY

Alternative view of Siffert's fatal accident

I read with great interest your article about Jo Siffert in last week's Autosport (21 October) and in particular Tony Southgate's theory about the cause of the tragic crash at Brands Hatch.

I was actually there, at Hawthorn Bend, and witnessed the accident first hand. It is fixed into my memory; I will never forget it.

I'm not saying Tony Southgate is wrong, but his explanation does not (I think) fit with what I saw. He says: "It appears that the tyre bead seat could move in between the bolsters when cornering at maximum g-force." What I saw was Jo (at Brands, right) approaching the corner, when all of a sudden the car gave a massive twitch before spearing off to the outside of the track. In those days there were no crash barriers there, just an earth bank that launched him into the air. The car burst into a fireball with the result we all know. I will never forget the intense frustration of the fire marshal who, despite having a full firesuit on, could not get into the car because of the intense heat.

My point is that he was not cornering at maximum g-force at all. In fact, at the point the car twitched, he had hardly really turned into the corner. He would have been braking, but not very hard as it was (and still is) a very fast corner. To me, it looked much more like a mechanical failure on one side of the car – maybe tyre failure, brakes, maybe steering or suspension. I guess we will never know.

Neil Salisbury
Chesham, Buckinghamshire

Concern over new cars and limited track time

I have a genuine concern, as I look towards the new generation of Formula 1 cars that we are about to see in 2022.

My concern is connected to the very short time allowance that is going to be given to the drivers to get used to their new equipment. We have seen an ever-increasing move to keep drivers as safe as possible but, as we move towards a situation where cars are able to follow each other more closely, are we about to see more overtaking or more serious accidents?

I really believe that more time should be given to the teams and drivers to familiarise themselves more fully with their new steeds, rather than do most of their learning on track amidst the traffic.



As a long-time fan I used to love the days of the T-cars because I want to see the maximum number of cars on track. I wonder whether this should be brought back – we are going to see lots of irreparably damaged cars with all of the new sprint races etc.

Paul Caldwell
Widnes, Cheshire

A new female star ready to climb the ranks?

Congratulations to Jamie Chadwick on securing the W Series. Have we finally found a young lady who can 'take it' to the boys? I don't mean Jamie, great as she is. I'm talking about Abbi Pulling.

Abbi was magnificent in Austin. Running at the front after only a part-season to learn the cars, she showed real class and, as we saw in British Formula 4, isn't afraid to get her elbows out!

It would be great to see her move up the racing ladder.
Alan Martin
Leicester

Time for the BTCC to enter the 21st century

Surely for next season, it must be time for the BTCC to also drop the use of 'grid girls'? It is possible for that role to be filled in a number of much more appropriate ways.

Graeme Innes-Johnstone
Elland

HAVE YOUR SAY, GET IN TOUCH

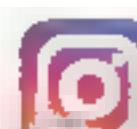
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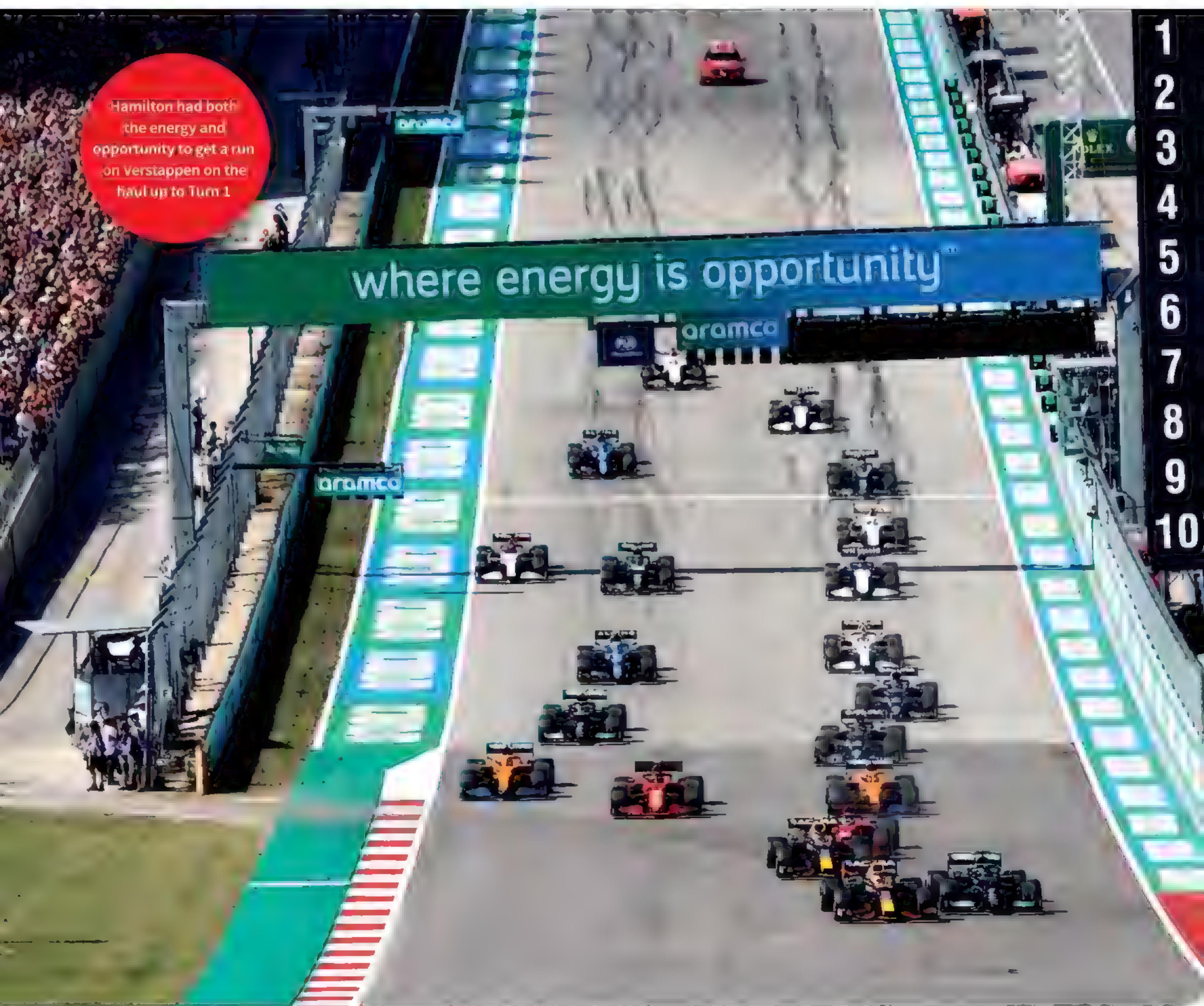
VERSTAPPEN PIPS HAMILTON IN TENSE AMERICAN DUEL

An aggressive Red Bull tyre strategy overturned losing the lead at the start in Texas as F1's leading pair engaged in another nailbiting battle

ALEX KALINAUKAS

PHOTOGRAPHY  motorsport
IMAGES





ormula 1's Netflix documentary series, *Drive to Survive*, loves to engineer drama through creative licence. That's apparent from its name. But the bumper, sellout 2021 United States Grand Prix crowd – the Austin venue boosted by new converts who have watched the series to the point where the circuit had to build new grandstands and bridges to add extra infield viewing areas for the returning event – was treated to a true spectacle. It was one packed with real, scintillating, sporting drama.

Once again it was all about Max Verstappen and Mercedes' seven-time champion Lewis Hamilton, with the Red Bull star winning a thriller fought out on different strategies after they'd once again gone wheel to wheel.

There was to be no new chapter in the ugly list of clashes the pair have recorded so far in 2021 – although it was a close-run thing – since the start went wrong for polesitter Verstappen. He appeared to react to the lights going out at the same time as Hamilton, alongside the Red Bull on a front row for the first time since Zandvoort in early September. "I had quite a decent start," Verstappen said,

"but I think Lewis just had a really good start."

Hamilton was indeed pleased to "finally" make a good getaway again. The world champion accelerated better as the pair reached the foot of the hill climbing steeply to the left-hand Turn 1 hairpin, with Verstappen swinging across in a futile bid to defend his lead. But Hamilton was too far alongside by the time they raced across the pit exit line and he held the inside when they hit the brakes, then ran his rival out of road.

Here Verstappen "just went around the outside to try and avoid any trouble from behind, because it's quite a tight hairpin so I just decided to go the long way round", but he didn't seem unduly bothered by Hamilton's move. Indeed, Red Bull made no complaint to race director Michael Masi, who was satisfied that the incident wasn't comparable to the later clashes at the same spot – chiefly involving veterans Fernando Alonso and Kimi Raikkonen.

Hamilton led Verstappen back down the hill, the Dutchman rejoining the track from far to the right. Had it been any driver other than Sergio Perez to Verstappen's left, then he likely would have been third coming into Turn 3, but the Mexican dutifully let his team-mate sweep ahead.

At the end of the first lap Hamilton's lead was 1.2 seconds, but it



wouldn't grow beyond that for the rest of the opening stint. In fact, Verstappen was easily able to sit on his rival's rear, never out of DRS range after the opening tour (when it was still a lap from being permitted). Verstappen regularly told Red Bull that he could have been going faster had Hamilton not been there, with the 24-year-old noting how much his rival was sliding around, even in the early laps.

The Red Bull was simply faster on the medium tyres, with which Hamilton was "struggling", according to Mercedes director of trackside engineering Andrew Shovlin. The difference in performance on this compound set the scene for the tension and action that would play out later.

Mercedes was in such trouble on the yellow-walled compound that it didn't dare bring Hamilton in early, because the team feared he

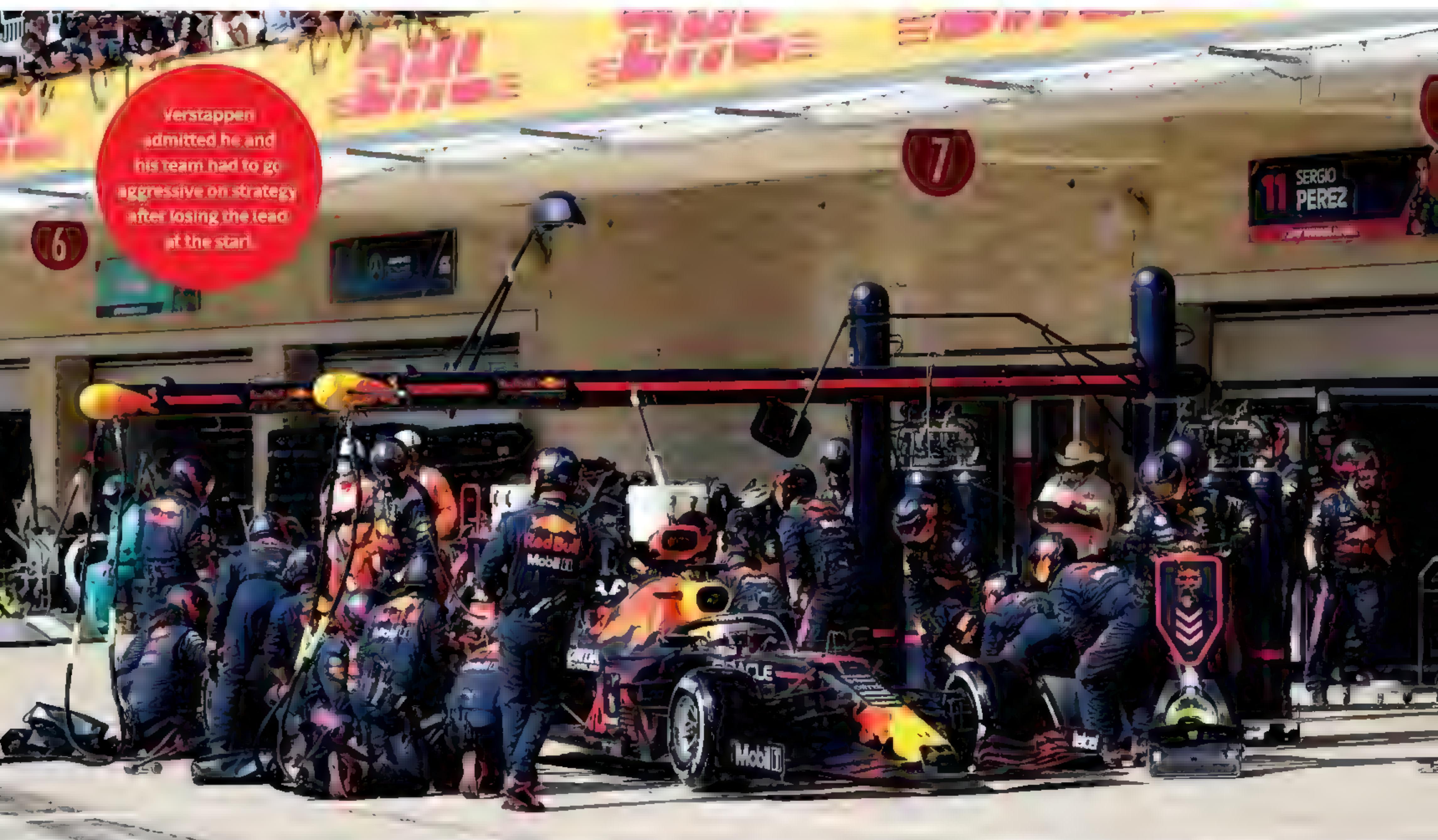
wouldn't get to the finish fast enough from there, even with two sets of fresh hard Pirellis available to him.

Whichever team made the call to stop first would gain a critical advantage, as Austin's abrasive track surface and low pitlane time loss favours undercuts and boosts the chances of grabbing or maintaining track position. The call was still always going to be a brave one when it came, and Red Bull made it at the end of lap 10. Verstappen had just reported that sliding around in Hamilton's dirty air was finally costing him tyre life and time, and so he dived in to switch to the hards. "[Red Bull] went for the undercut out of necessity, and [it was] a very courageous move because it was very early," Mercedes team boss Toto Wolff later reflected.

"We were in danger of overheating our own tyres and were a bit stuck, so we decided to take the gamble and find some free air," Wolff's Red Bull counterpart, Christian Horner, explained.

Red Bull knew it was setting up a reverse of Bahrain, where Verstappen was put on a late-race charge by Mercedes boxing him into the long-run corner by making an aggressive early stop in the season opener. With things swapped around at the Circuit of The Americas, Mercedes left Hamilton out as Verstappen quickly got up to speed »

"RED BULL WENT FOR THE UNDERCUT OUT OF NECESSITY. COURAGEOUS BECAUSE IT WAS VERY EARLY"



on the hards, immediately to catch and pass former team-mate Daniel Ricciardo, running fifth. By the end of his out-lap, Verstappen was within the pitlane loss window and in the net lead.

But, unlike in Bahrain, there was a second threat for Hamilton to contend with: Perez. The second Red Bull was 4.8s off the lead by the time Verstappen pitted, but this was close enough to Hamilton that Mercedes couldn't simply leave him out to build a massive tyre offset advantage. This was because Red Bull called Perez in at the end of lap 12, with enough clear space ahead of him to charge into and threaten Hamilton's track position with his own potential undercut.

So Hamilton was therefore stopped at the end of lap 13, and at the conclusion of the following tour he was 6.8s behind Verstappen – now back in the lead of a race for the first time since Monza last month.

Perez's race from this point was quite an ordeal. He'd already been struggling with what Horner carefully called a "stomach bug", and did not have any water to drink in his cockpit by the end of the first lap. The two issues took their toll in the Texas sun and Perez wouldn't be a factor in the lead fight again, although he persevered to take a fourth podium of the season, and second in succession, ahead of the brilliant, if isolated, Charles Leclerc.

"It was extremely tough," said Perez. "Already from lap 20 I was completely gone. I had no strength, I was losing strength on my hands, on my feet, the vision as well. It was getting quite uncomfortable, and it was just a surviving mode – trying to keep up. It was a time that if I had a bad moment I wouldn't be able to control the car. It was the longest race of my life."

Red Bull, no doubt also aware that it would have lost further ground to Mercedes in the constructors' fight just to gain a point back from Hamilton's total, decided it would be too "brutal" to stop Perez late on to chase the fastest lap, according to Horner. That would have handed Leclerc third – not that the Ferrari driver's "completely clean" run through the race wouldn't have merited some silverware.

With Perez rapidly and conclusively falling out of the victory picture in the second stint, the battle between Verstappen and Hamilton was

hotting up considerably. For the leader, even though he was firmly ahead of his rival, things were not looking and feeling as smooth as they had in the opening phase on the mediums. "As soon as we went to the hard tyre it seemed like maybe that pace wasn't there as much, which was a bit surprising," Verstappen explained.

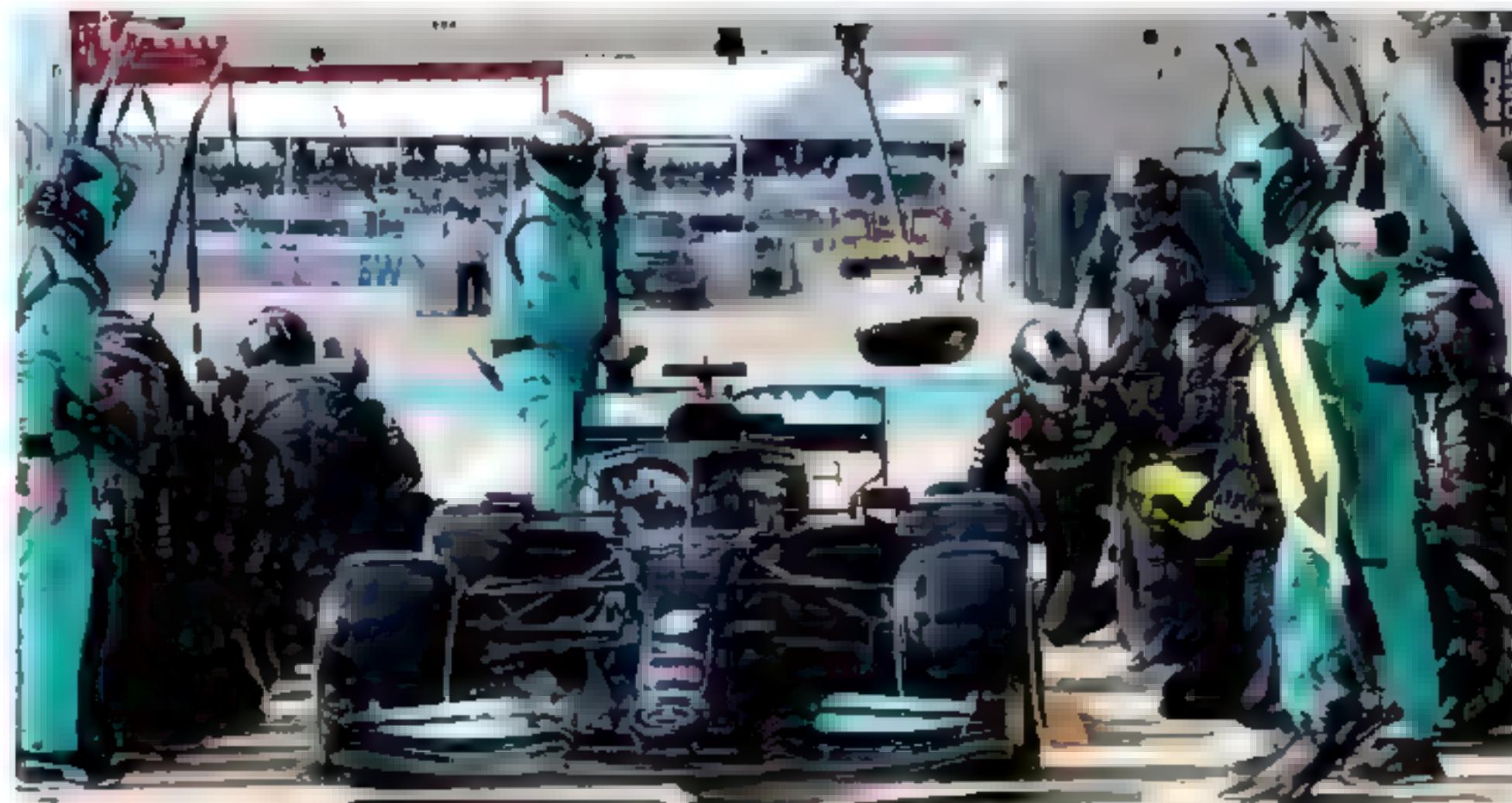
Another consideration for Red Bull was how much Verstappen had pushed his first set of hards in the early laps of what would be his middle stint because "you pay for it at the end of the stint", said Horner. He later revealed that Verstappen's first set of hards were "pretty much down to the canvas" when they were removed.

"I THOUGHT SCHUMACHER WAS GOING TO COST US THE VICTORY BECAUSE HE HELD UP MAX"

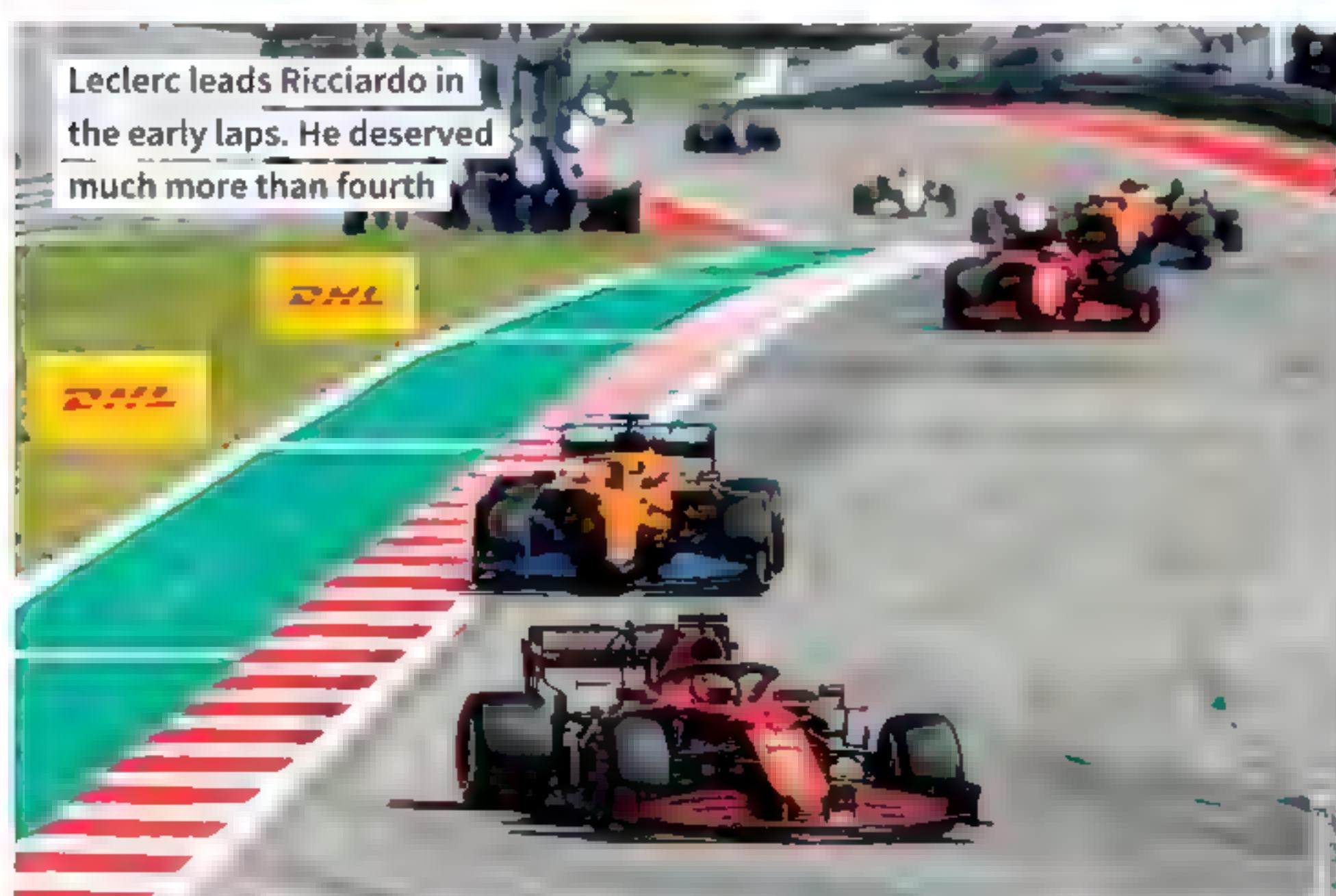
Verstappen's pace in the run up to the halfway point was edging back up the 1m40s bracket and eventually back to the 1m41s, which only the leaders (and Perez) had been able to do in the initial laps on the mediums. This meant Hamilton – lapping comfortably in the low 1m40s – could close on the leader.

By exactly half-distance of the 56-lapper, he was in undercut range and so, rather than risk losing track position, Red Bull went aggressive again and called its charge in for his inevitable second stop. This occurred just after a brief virtual safety car period was activated so some debris could be removed from inside Turn 16 – the lap before which Verstappen had moved to increase his pace, knowing another stop was coming soon. "We had to respond," Verstappen explained of his lap-29 stop. "We had to go early again."

As the victory race was down to F1's best two horses once again, Mercedes could this time leave Hamilton out for as long as it wanted.



Hamilton had an eight-lap tyre-life advantage after his second pitstop



Leclerc leads Ricciardo in the early laps. He deserved much more than fourth

The team knew he would have to make an on-track pass to win, but was confident that the extra eight laps would prove decisive.

When Hamilton rejoined on his second set of new hards, he faced an 8.8s gap to the lead that had once been his, with 19 tours remaining. He was on a charge with a tyre-life advantage – familiar ground indeed. Over the next nine laps, Hamilton homed in on Verstappen at a rate of 0.668s each time past.

The leader was struggling when it came to lapping backmarkers, particularly so while making his way past Raikkonen's Alfa Romeo and Yuki Tsunoda's AlphaTauri with just over two thirds completed. On laps 41 and 42 alone, Verstappen shipped 3.3s to Hamilton, whose 1m38.485s on lap 41 would be the race's fastest lap.

But despite the gap coming down, things were not as bad as they seemed for Verstappen. After his second-stint struggles, he'd adapted his approach, bedding the second hard set in better and then adjusting his driving to keep as much life left in them so he'd have the chance to fend off a late Hamilton advance. "You just have to be smooth on them," Verstappen said of his tyre treatment deep into the contest. "You cannot slide around in high speed or low speed. So just clean driving – no lock-ups, no wheelspin."

And these tactics paid off for Verstappen. When Hamilton got to 2.1s adrift at the end of lap 48, the gap between the pair stabilised as Verstappen lifted his pace to reach the low 1m39s.

"When you follow a car, you start to suffer a bit," Wolff said of this gripping phase of the race, the endgame now playing out. And Verstappen was about to have this made very clear – just when it seemed he might get through to the end unscathed.

On the penultimate lap, Verstappen reached the dirty air piling off Mick Schumacher's already lapped Haas. The rookie was running a solo race by this point but did not jump out of the leader's way "as I can't disappear, especially in the last sector".

"I thought that was going to cost us the victory because he held up Max through the whole last sector," said Horner, as Verstappen angrily called for Masi's attention to be brought to the matter. But, suddenly, >>



QUALIFYING

Now that wasn't supposed to happen. Max Verstappen on pole ahead of Lewis Hamilton as rain came down at a sweltering Austin? It all seemed unlikely. But that's exactly what occurred in qualifying at COTA last Saturday, as Red Bull stunned Mercedes, taking United States GP pole away from the Black Arrows squad for the first time since 2013.

It hadn't looked on the cards after FP1, when Mercedes led the way by 0.932 seconds. But the team's usual Friday wing and gurney flap set-up tweaks took it in the wrong direction. By the time Mercedes had returned to what was working in FP1, Red Bull was in contention. Both teams had to take pre-qualifying steps to avoid a "massacre", said Toto Wolff, as their machines bottomed out over COTA's considerable bumps. Red Bull's alterations were urgent, with a hairline crack discovered on Verstappen's rear wing late in FP3.

The Dutchman didn't top Q1 because he was in the garage when Charles Leclerc (who eventually qualified fifth, leading team-mate Carlos Sainz Jr and then the two McLarens and AlphaTauris – perfect pairing) used an extra run on the softs to sneak ahead as the track evolved. But he was fastest in Q2.

After the leaders had traversed Q2 on the medium tyres, with only Sainz and Yuki Tsunoda (10th) getting through on the delicate softs, the Q3 shootout followed the usual pattern. But a surprise contender led the way after the first runs – Sergio Perez on a 1m33.180s, with Verstappen 0.019s slower, and Hamilton behind Valtteri Bottas in fourth.

For the second runs, the Mercedes pair led the pack, while Red Bull sent its drivers out last – way behind the rest. This cost Perez, who rued being "the last car on track and I felt like it did cost me a bit" as he was gripless at Turns 13 and 15 at the start of the final sector. Then, when the Red Bulls arrived at the final corners, light drizzle started.

By this point Hamilton had taken provisional pole with a 1m33.119s, while Bottas fell away with understeer and ended up fourth. Verstappen, who had been struggling to find the limit with the RB16B as quickly as he normally does in qualifying, raised his speed enough to make the difference in the final sector. As the rear of Hamilton's W12 squirmed relentlessly, Verstappen's softs were in better shape and he came home to a 1m32.910s and his ninth official 2021 pole.

Perez was edged down to third, the rain spots costing him "a bit of confidence" at the last corner that also meant he "lost quite a bit of time", 0.224s the difference to his team-mate.

"BOTH TEAMS HAD TO TAKE PRE-QUALIFYING STEPS TO AVOID A 'MASSACRE' OVER THE BUMPS"



TRACKSIDE VIEW

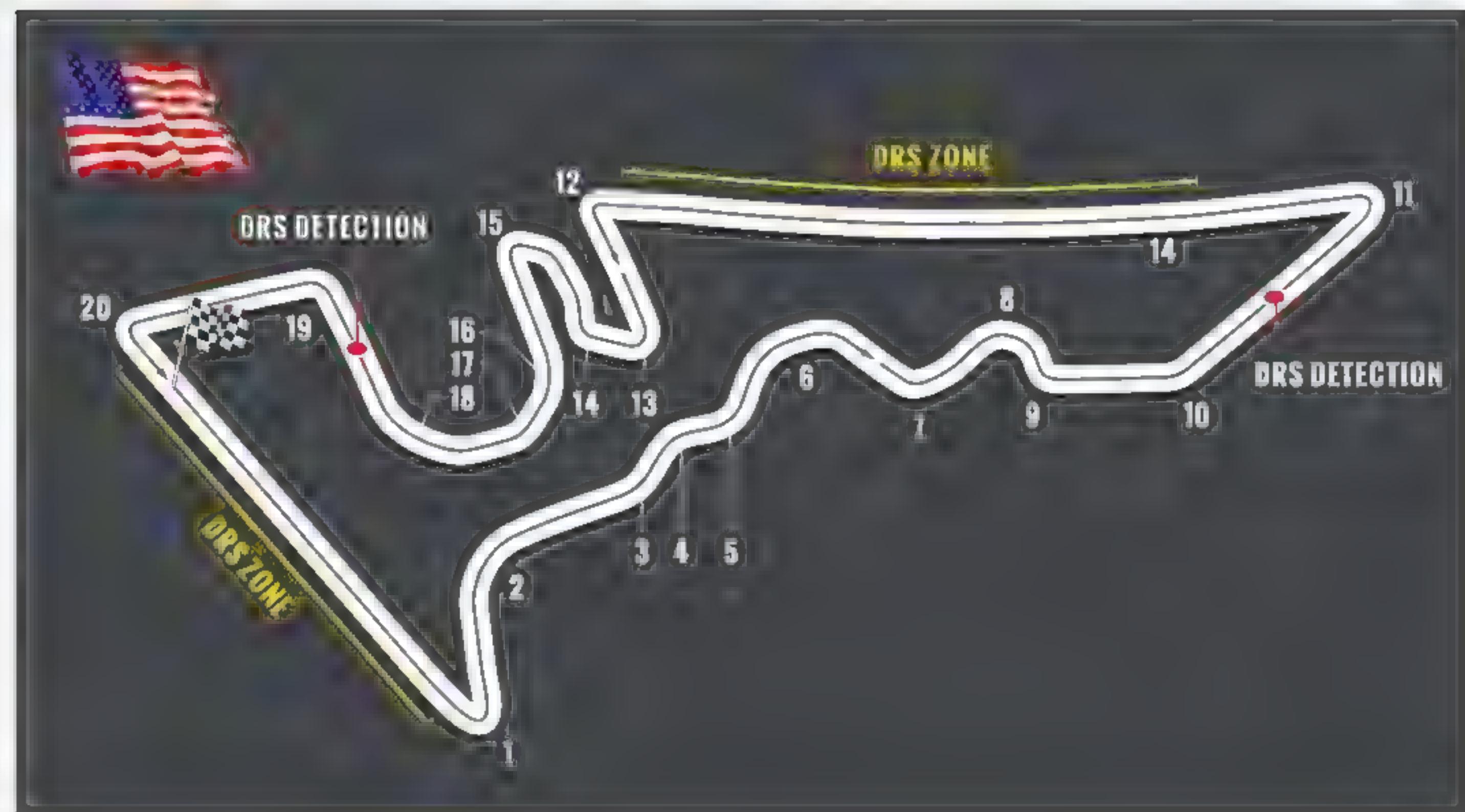
Austin's bumps dominated talk among the drivers in the run-up to the 2021 United States Grand Prix, the competitors wary of what the jolts could do to their machines.

The Circuit of The Americas had 40% of its surface relaid since Formula 1 last visited in 2019 – chiefly early and late in sector two. But the dramatic and wonderful Esses complex in the first sector has big bumps too. And it's here that Autosport ventures during FP1, past busy amusement-ride entertainment and packed grandstands, to see how the cars traverse the bulges.

We're treated to quite the spectacle. Not only does the 'left-right-left-long-right' sequence that ends at Turn 6 – where we're standing on the outside – offer a wonderful view of how fast the current generation of machines can change direction, but the bumps are enlivening things even further.

After the long red flag caused by Fernando Alonso's stoppage costs the opening 10 minutes of running, one after another the drivers shoot past, their cars skipping and bouncing hard over the bumps. These are most prominent just past

"IT'S TOO MUCH, TOO SOON. THE FERRARI'S REAR SNAPS LEFT AND COMES AROUND"



the Turn 4 right compression and then the compression between Turn 6's two apices. Inevitably, the Mercedes and Red Bulls are visibly faster through the sequence, the downforce packed on these category-leading machines. But the Black Arrows are much smoother over the bumps each time.

In the early laps after the red flag, the drivers are still working up to the limit. At the 20-minute mark, Charles Leclerc shoots into view, attacking the Esses harder and faster than anything we've seen so far. It's too much, too soon – the Ferrari's rear snaps left and comes

around, unstable even before he reaches Turn 6's first apex. He spins off into the gravel far to our right. He recovers, slowly, but for the rest of FP1 he and Carlos Sainz Jr have looser rears than any other car.

The McLarens and Alpines are dancing wildly as they shimmy rapidly over the bumps, while the Aston Martins are smooth overall. The AlphaTauris spark in a similar way to the similarly high-raked Red Bulls, while the Williamses and Haases are generally calm. The Alfa Romeos, particularly Kimi Raikkonen's, are struggling to stay as close to Turn 6's first

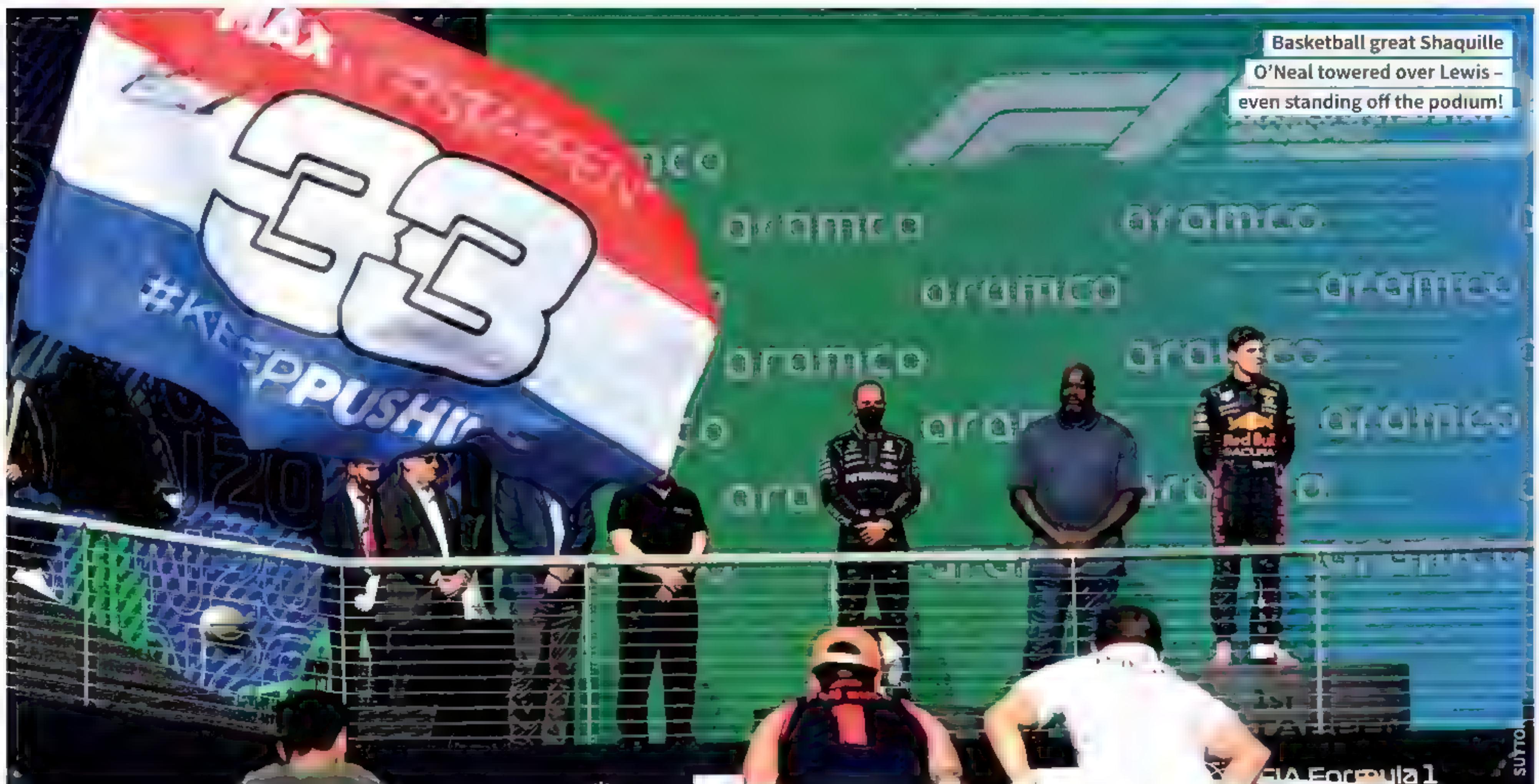
apex as most others.

For FP3 we head to the penultimate corner to see its track-limits challenge on exit. Max Verstappen loses his best lap for being *fractionally* too far to the right of the white line, but we wonder if disturbance from Lewis Hamilton being slow off-line ahead could have contributed to the slide.

The grandstands are packed to our right beyond Turn 19, the biggest cheers reserved for Verstappen and Perez, another surprise at a venue Hamilton has historically made his own.

ALEX KALINAUKAS





Schumacher's presence went from curse to blessing.

The Red Bull passed by the DRS detection point ahead of the penultimate corner within the one-second range behind, while Hamilton was still just too far back. So, even though the Briton started the final lap within that crucial gap, he was never in a position to activate DRS and try a late lunge, as Verstappen used his open rear wing to set the race's fastest first sector on the last lap and stay out of reach to the flag.

"The last lap was all about trying to have a good first sector and beginning of the second sector," Verstappen reflected after coming home 1.3s to the good. "But it wasn't easy because the tyres were really finished. It's incredible to win here."

"This doesn't really change a lot because it's all about the details – I always say it – so a win doesn't give me more confidence or whatever. We are all confident within the team that we can do a really good job, but we need to nail the details and we have to start over again in Mexico, to try to get the best out of our whole package."

There were three key detail differences in what felt like a breakthrough victory for Verstappen and Red Bull. Not only did they win at a track where Hamilton excels, but it ends Mercedes' strong run of form, which stretches back to its Zandvoort defeat.

Red Bull still has 2021's best car overall, but it needs careful fettling and settling to produce its ultimate potential at each venue. The team got this wrong last time out in Turkey, but it made amends in the US. "The turnaround from Friday to Saturday with the car, I think we found

a better set-up," Verstappen replied when asked exactly where Red Bull had found its minute edge for the Circuit of The Americas.

Mercedes lost the set-up battle this time. Its searing FP1 pace left it flattering to deceive, running in a much higher power mode compared to Red Bull at that stage. But the changes it made to its car balance did not work out, and it returned to where it had begun the weekend come qualifying.

Mercedes also had to raise its rideheight to "go a bit up", said Wolff, in a reaction to its car "heavily bottoming out" on COTA's famous, and famously tough, bumps. Pierre Gasly and the Alpines ended up out of the race with damage, which showed what Mercedes would have risked had it not made set-up alterations.

But the third decisive detail that hinged the 2021 US GP result in Red Bull's favour concerned the conditions. The heat may have hurt Perez's chances for very specific and unpleasant reasons, but Hamilton reckoned it gave Verstappen an advantage. "They were quicker all weekend, on all tyres [in the race]," he explained. "Just in the heat, I think their real strength has shone through this weekend. A bit like it has in other places, like Bahrain, this year."

And as well as boosting Red Bull, the hot conditions also held back Hamilton and Mercedes. "It wasn't that we were making bad decisions on set-up," said Shovlin, "but as it got hotter and a bit windier we were struggling more."

This meant Hamilton was sliding around more. Rear-end instability, although much better than it was way back at the start of 2021, is an inherent W12 problem. It was what cost Hamilton his pole shot on Saturday, as Verstappen could keep his tyres in better shape come the end of the final Q3 laps and steal a march when he'd been practically level-pegging with Hamilton beforehand.

"It's five to go now, and we know that there are a couple of races where Mercedes will have the edge and a couple where we will be strong," Horner concluded. "The rest of the season is going to be really tight."

Indeed, the details and the angels or devils they contain for both Red Bull and Mercedes will continue to be pivotal in this knife-edge title fight. *



Perez backed up his team leader but struggled with illness and a lack of fluid

NEXT F1 REPORT

MEXICAN GRAND PRIX 11 NOVEMBER ISSUE

Can Lewis Hamilton claw back lost ground in his title battle with Max Verstappen as F1 reaches for new high altitudes in Mexico City?

LECLERC STARS AS FERRARI CLOSES ON MCLAREN

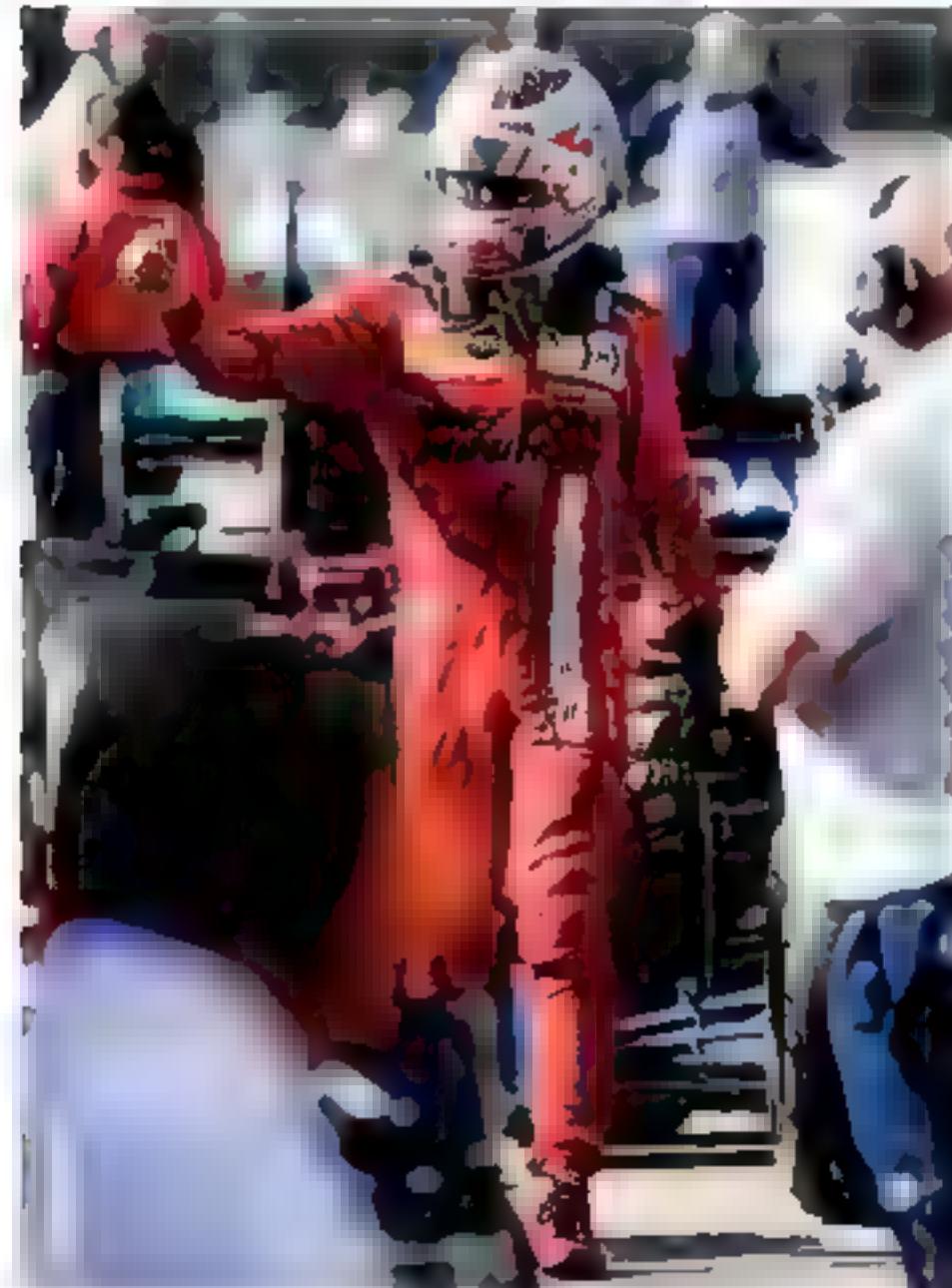
Charles Leclerc went almost unnoticed en route to a comfortable fourth at Austin that meant Ferrari closed to just 3.5 points behind McLaren in the constructors' championship.

Continuing Ferrari's good form from Turkey, Leclerc qualified fifth, started fourth thanks to Valtteri Bottas's grid penalty, and held position on lap one. While team-mate Carlos Sainz Jr scrapped with the McLarens behind through the opening stint, Leclerc opened up a gap and never came under pressure, eventually finishing 24.6 seconds clear of Daniel Ricciardo.

"It was a very good race," Leclerc said. "The pace was there. Every lap was a quali lap, and I honestly didn't leave much on the table. It also shows we are working in the right direction, that as a team we are doing improvements race after race, and that's great to see."

Leclerc briefly hoped a podium might be possible as he caught up the sickness-stricken Sergio Perez in the final stint, but could not bridge the 10s gap to the Red Bull. Leclerc has now finished fourth on six occasions this season but has scored only one podium.

Sainz lost out to Ricciardo and finished seventh behind Bottas, but Ferrari's points haul ensured it is now right with McLaren in the fight for third behind Mercedes and Red Bull.



Alonso and Alfas spark another track-limits debate

Formula 1 race director Michael Masi will address concerns about off-track passes during last weekend's United States Grand Prix – chiefly those concerning Fernando Alonso and the Alfa Romeo drivers – at the next drivers' meeting in Mexico.

Alonso was left enraged by Kimi Raikkonen completing a pass for 13th at Turn 1 on lap 16 from the kerbs beyond the left-hand hairpin, where the pair touched and the Alfa Romeo lost "part of the floor on the left-hand side", according to the 2007 world champion.

Masi said that incident resulted in a "marginal" call that Raikkonen could keep the place because Alonso had pushed him wide in the first place. But he felt that later incidents involving Alonso and Antonio Giovinazzi in their battle for 11th at Turn 12 on laps 20 and 24 did require the pair to give the places up each time to avoid stewards' investigations.

"I can understand [Alonso's] frustration," said Masi. "We certainly will have a discussion at the next drivers' meeting with all of the drivers about it,

because I think there were two parts to the story, let's call it. There is being obviously the overtake and looking at the forcing off the track, and then obviously the subsequent element of the overtake."

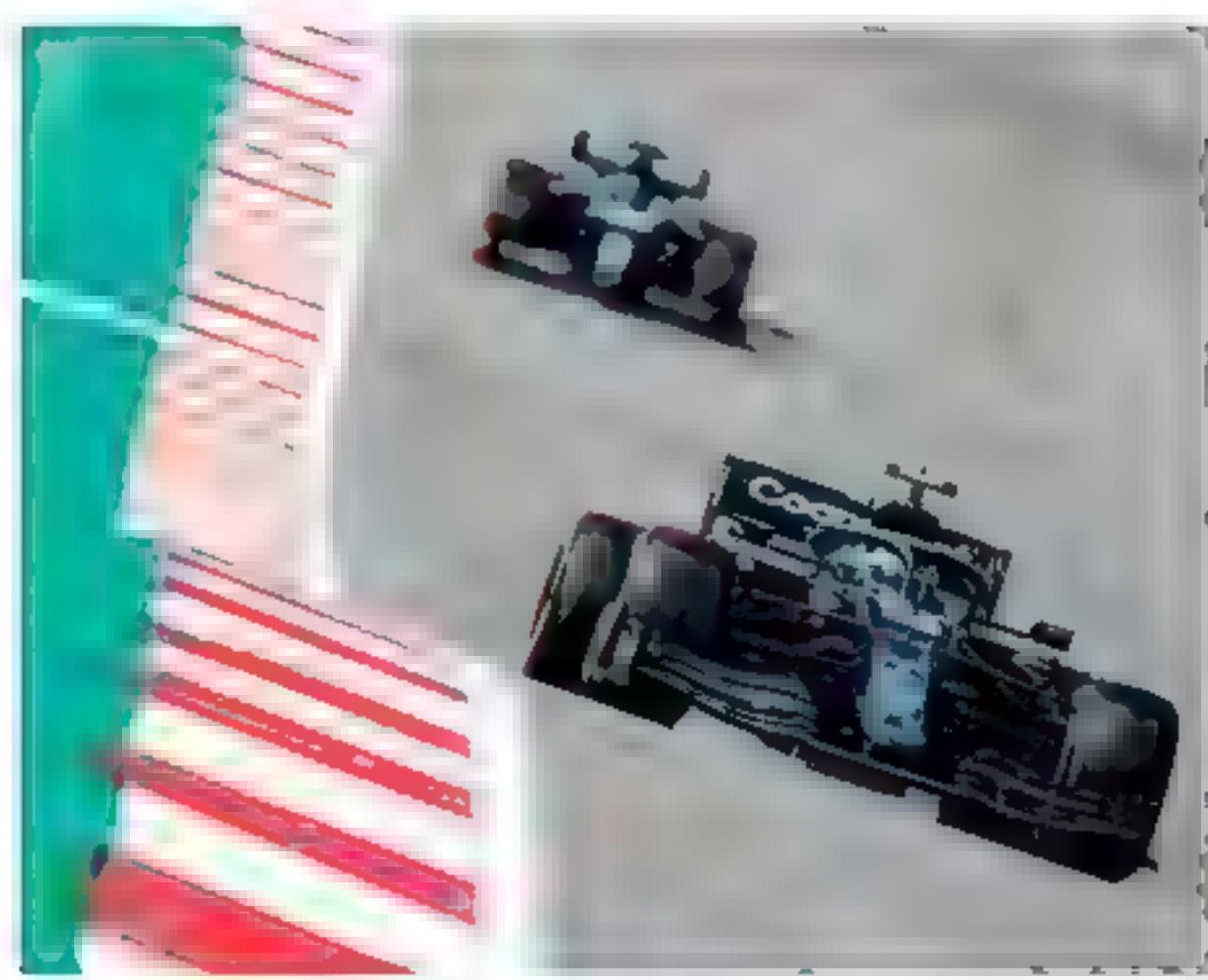
Alonso said he was "not trying to prove anything" about the Raikkonen incident in his fight with Giovinazzi, and that he was "just trying to recover places" after starting 19th thanks to his engine-change grid penalty. He also said that "we respect, obviously, everything that the FIA says". The Spaniard later retired when he spotted his rear wing had broken running through the penultimate corner on lap 49, while Giovinazzi came home 11th.

Alonso's team-mate Esteban Ocon also had a bruising race at Austin that ended with an early retirement. Ocon damaged his wing against Giovinazzi's Alfa as he grappled with a slide in the Esses on lap one and had to stop early to get it replaced. After struggling for pace at the back of the pack, he retired with an unspecified problem at the rear of his Alpine on lap 40.

BIG QUOTE

YUKI TSUNODA: "THE BEST RACE I DID IN THE SEASON SO FAR"

Yuki Tsunoda after qualifying 10th, keeping the tricky softs alive early on, defying Valtteri Bottas's much faster Mercedes for a spell, and eventually finishing ninth.



Vettel benefits from Raikkonen error late on

Aston Martin's Sebastian Vettel was the main beneficiary of former team-mate Kimi Raikkonen's late spin as he rose from 18th on the grid to leave with a point for his efforts, after running long in his two opening stints at Austin.

Vettel started down the grid after taking a new Mercedes engine ahead of Friday practice, and spent extra time on the opening day of track action analysing the harder tyre compounds. This paid off for him in the race after he waited until lap 17 to take another set of mediums, and he then did a 17-lap stint on the hards at the end with a tyre-life advantage that meant he progressed well late on.

But he needed Raikkonen's wild spin at Turn 6. The Finn had been pushing hard to stay ahead of Vettel and found "my tyres were going away a bit" before his off, which dropped him to 13th.

Ricciardo comes out top in battle with Norris and Sainz

Daniel Ricciardo — sporting a Dale Earnhardt Sr tribute livery and driving one of his NASCAR machines over the Austin weekend — bounced back from his Turkish GP struggles to reach Q3 and outqualify Lando Norris.

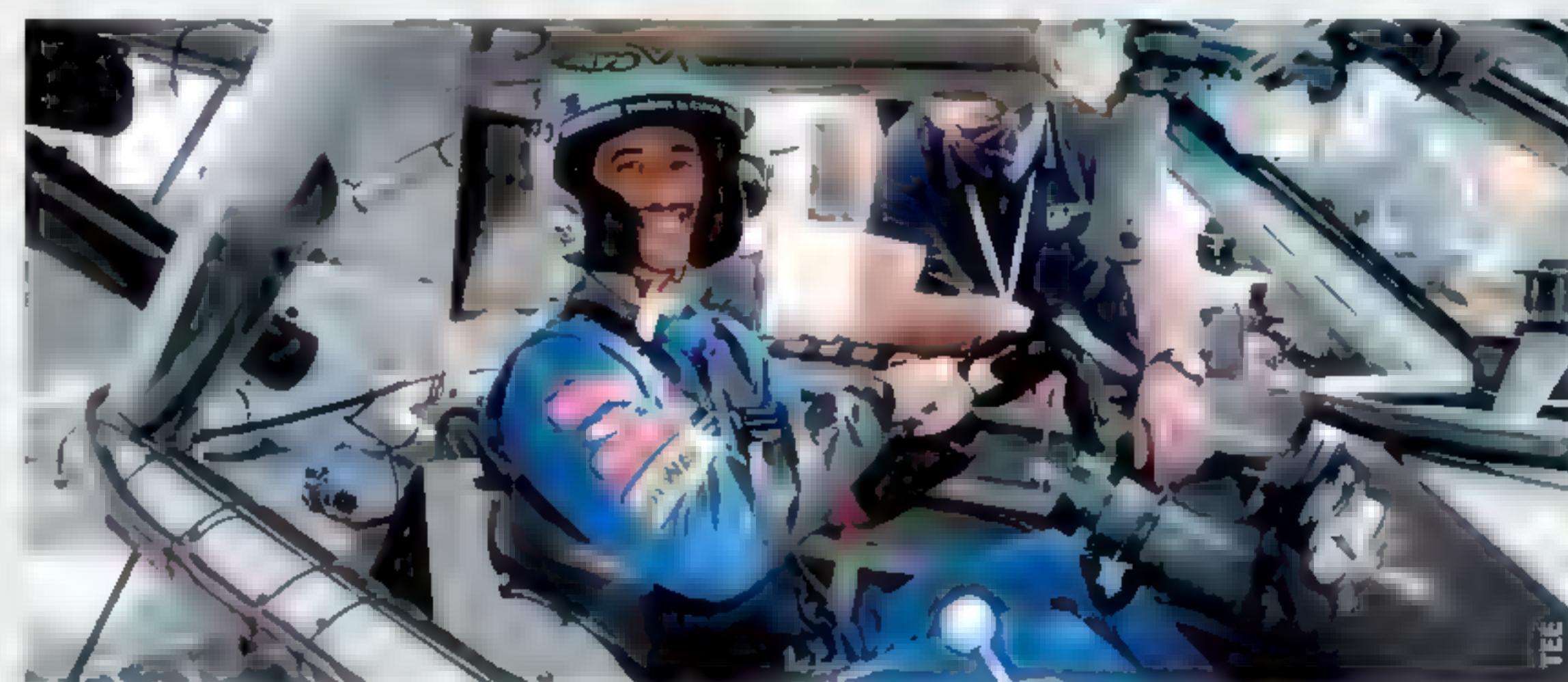
The duo then went three-wide with Carlos Sainz Jr on the opening lap. Sainz went off-track at Turn 12 to stay ahead and barged Norris wide when he rejoined, then conceded the place to the wrong McLaren, Ricciardo having nipped past Norris. He then waved the Briton ahead too on lap eight, after receiving instructions to do so from race control. He used DRS to immediately repass Norris on the back straight, after which Ricciardo was able to keep Sainz at bay through the opening stint. Then a Ferrari pit

error cost Sainz the chance of undercutting the Australian at the second stops.

Sainz attacked Ricciardo before they touched at Turn 14 late on, with the Spaniard calling the move "dirty" after picking up minor front-wing damage.

"You don't deliberately try to go into someone, but that's obviously a bit of rubbing racing," Ricciardo said.

While Ricciardo finished fifth, Norris struggled to eighth, saying he "just didn't drive well" as McLaren lacked the pace against Ferrari all weekend. Valtteri Bottas recovered from his grid penalty to finish sixth for Mercedes after a late scrap with Sainz, which he won with a move into Turn 12 using DRS.



Q&A

VALTTERI BOTTAS MERCEDES DRIVER



How was your race with the McLarens and Ferraris after the grid penalty?

It was difficult like I expected, and then what made it more tricky in the first stint was I was behind the AlphaTauris and I couldn't get by. So, obviously I lost quite a bit of time. Unfortunately, there was no help of safety cars or anything. I made some progress but quite slowly.

You topped FP1 and then Mercedes struggled. Were you running set-up compromises?

It didn't feel like we compromised a lot. It's an unusually bumpy track, this one, and in

a really high-speed context. We made some adjustments but to be honest in the race the car felt quite OK. I don't think we had to compromise much.

Was Mercedes surprised with Red Bull's pace here?

I'd say maybe they performed

a bit better than we expected going to the weekend. I think race pace-wise maybe there was not much difference like we expected — it's still fine margins. And also they've managed to find a bit more from Friday to Saturday.

Are you expecting any more engine penalties?

I really hope we're done for now and I think both of the engines that are good in my engine pool, they seem to be OK. We haven't detected any issues with them, so fingers crossed I can now go until the end without penalties, because with a close

championship battle even if you get put back five places it really compromises your race.

Will it be a more straightforward weekend in Mexico?

Yes, I really hope it will be straightforward. No doubt it's going to be quite a good track for Red Bull but I look forward to it. I think it's going to be tough; I know that. Red Bull is always good there and their power unit as well, it's normally good in the high altitude. Not expecting an easy weekend but we'll go there and still try to get more points than them.

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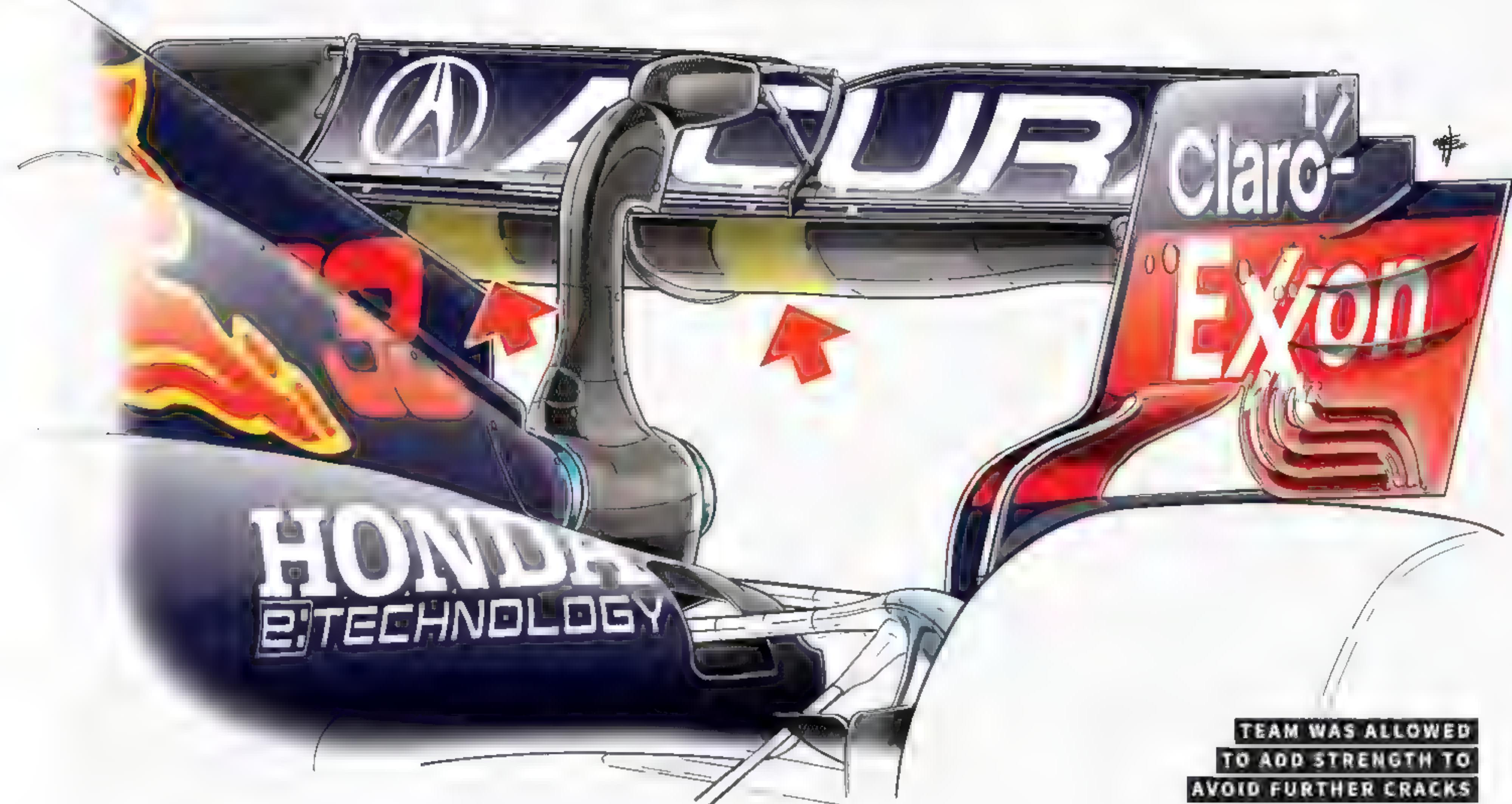
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DRAWING BOARD

GIORGIO PIOLA



RED BULL BEEFS UP ITS REAR WING...

The Circuit of The Americas has become increasingly bumpy over the past couple of years, invoking the ire of the MotoGP riders in attendance a few weeks back. The circuit was smoothed out a little for Formula 1, but the bumps were still an issue for a few teams that were concerned about reliability.

Red Bull discovered a hairline crack in Max Verstappen's rear wing after the third free practice session and, to ward off any chance of it worsening under the loads produced by the undulating track surface, made some hasty modifications to strengthen the mainplane ahead of qualifying.

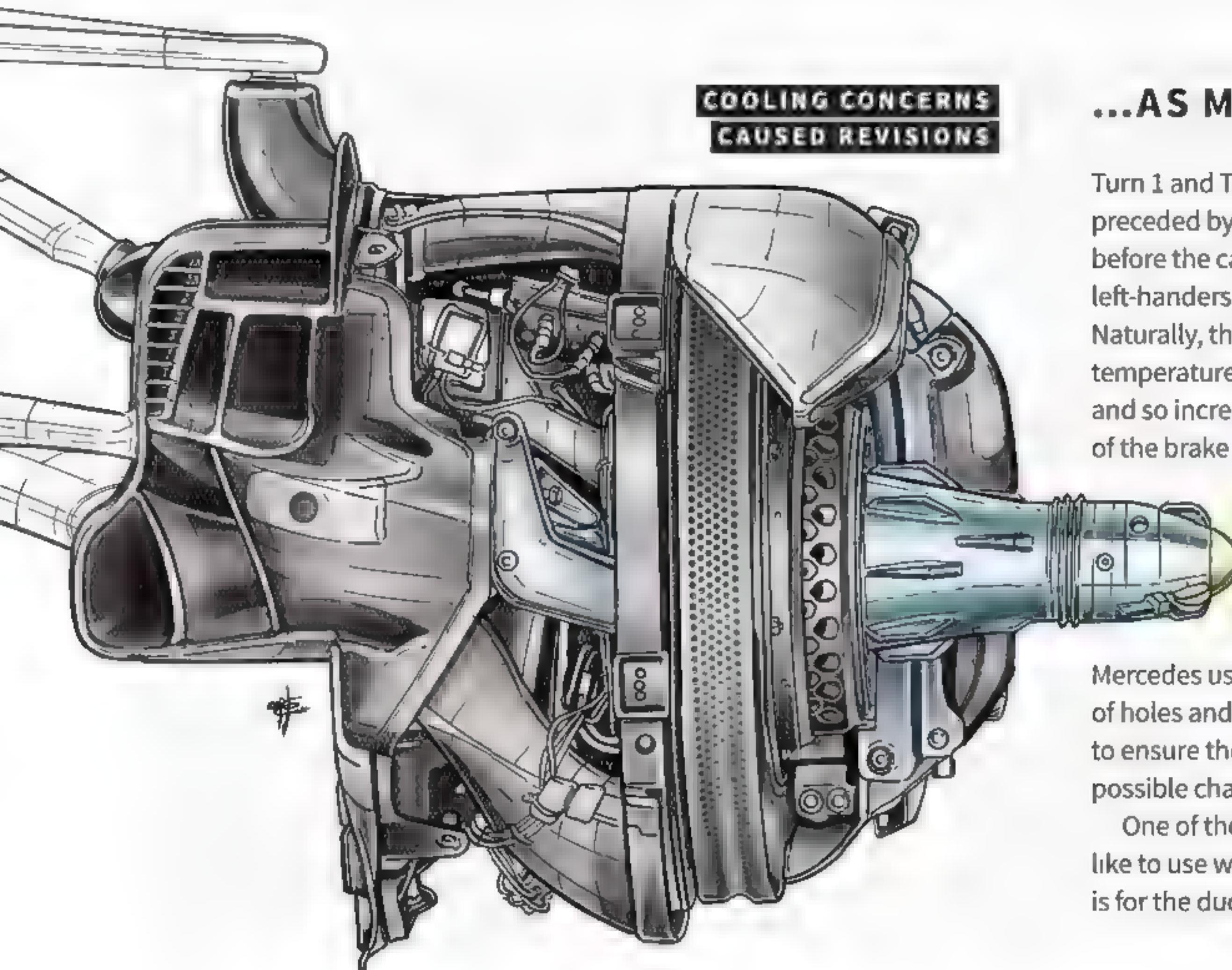
"I don't know whether Max hit something, as [there was] quite a crack, and nothing on the other car or any of the other wings," said team principal Christian Horner. "We got permission just to beef it up a bit on both cars."

Mexico City is next up, and the 2250-metre altitude has

consistently played into Red Bull's hands owing to the reduced air density. Honda's turbo package seems well-equipped to deal with the conditions, and the team can run its highest-downforce specification without worrying about a significant drag penalty.

JAKE BOXALL-LEGGE

COOLING CONCERN CAUSED REVISIONS



...AS MERCEDES BOLSTERS ITS BRAKES

Turn 1 and Turn 12 at CoTA are preceded by heavy braking zones before the cars navigate two tight left-handers from full-throttle straights. Naturally, that causes the brake temperatures to rise considerably, and so increasing the surface area of the brake discs can go a long way towards ensuring the temperatures are kept within a workable window.

At the front, Mercedes used a disc with six rows of holes and a ridged circumference to ensure the brakes had the best possible chance of dissipating heat.

One of the other tricks that teams like to use with their front brakes is for the ducts to direct airflow

outwards through the wheel, not only helping with cooling but also limiting the amount of drag that the circulating wheels produce. This is not something that teams will be able to do so easily next season, since 2022 regulations mandate the return of wheel covers.

Although the covers will adversely affect the drag reduction qualities of the ducting, they'll also reduce the amount of heat that can be directed away from the brakes. The teams will have to find a new solution to draw heat away from the brakes, since the wheel cover spans all the way around the rim and so doesn't offer the higher temperatures an escape route.

JAKE BOXALL-LEGGE

RACE CENTRE UNITED STATES GP



FREE PRACTICE 1

POS	DRIVER	TIME
1	Bottas	1m34.874s
2	Hamilton	1m34.919s
3	Verstappen	1m35.806s
4	Leclerc	1m36.334s
5	Sainz	1m36.508s
6	Gasly	1m36.611s
7	Perez	1m36.798s
8	Norris	1m36.855s
9	Giovinazzi	1m36.874s
10	Raikkonen	1m36.876s
11	Russell	1m36.966s
12	Ocon	1m36.970s
13	Stroll	1m36.972s
14	Vettel	1m36.982s
15	Alonso	1m37.068s
16	Ricciardo	1m37.458s
17	Latifi	1m37.463s
18	Tsunoda	1m37.954s
19	Schumacher	1m38.866s
20	Mazepin	1m42.239s

WEATHER Sunny, air 26-28C track 30-34C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Perez	1m34.946s
2	Norris	1m35.203s
3	Hamilton	1m35.310s
4	Bottas	1m35.360s
5	Ricciardo	1m35.457s
6	Stroll	1m35.561s
7	Leclerc	1m35.572s
8	Verstappen	1m35.824s
9	Sainz	1m35.919s
10	Giovinazzi	1m36.138s
11	Ocon	1m36.158s
12	Gasly	1m36.242s
13	Alonso	1m36.376s
14	Raikkonen	1m36.558s
15	Vettel	1m36.718s
16	Tsunoda	1m36.983s
17	Schumacher	1m37.041s
18	Latifi	1m37.254s
19	Russell	1m37.490s
20	Mazepin	1m38.026s

WEATHER Sunny, air 28-29C track 34-39C

FREE PRACTICE 3

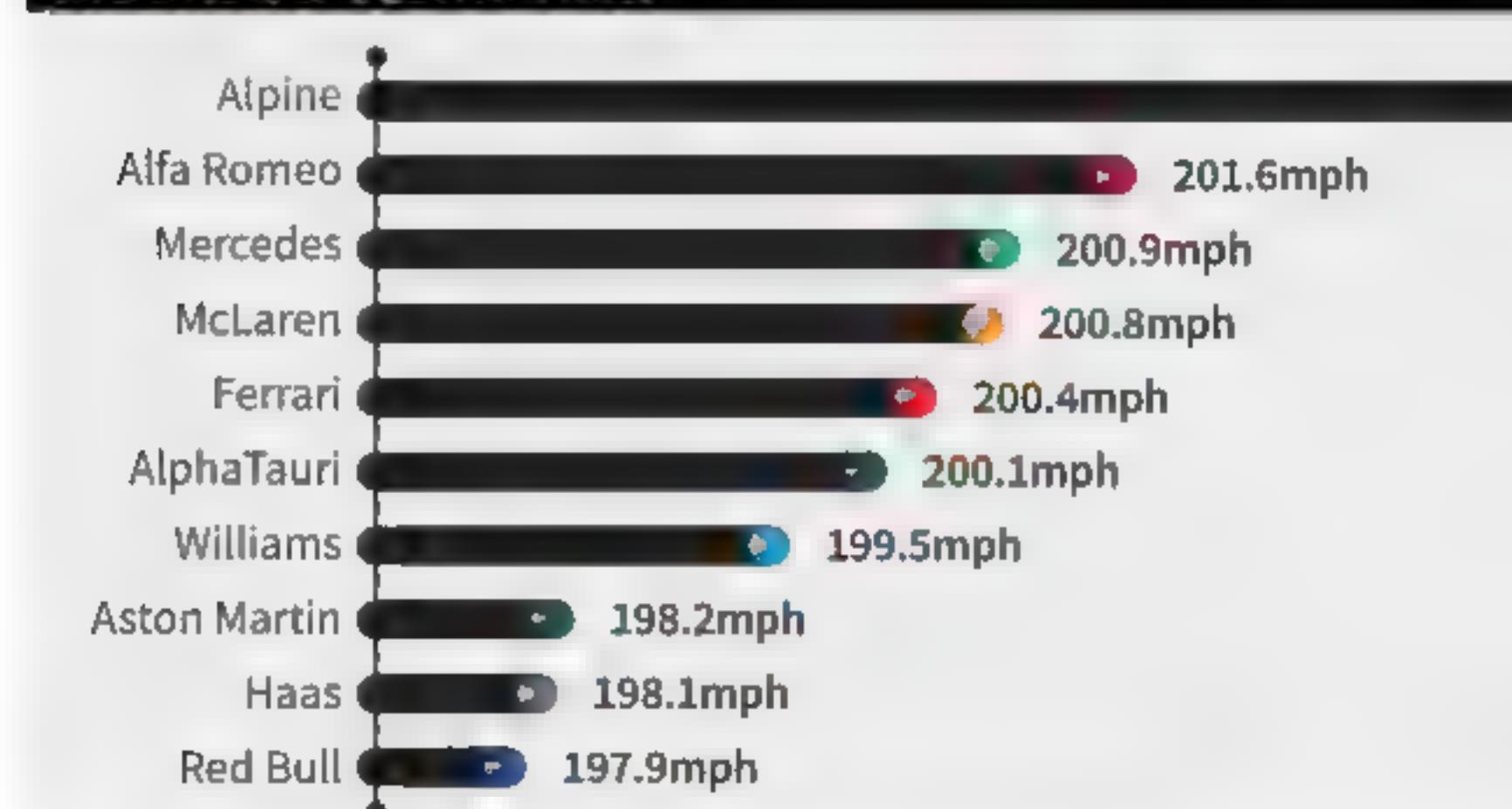
POS	DRIVER	TIME
1	Perez	1m34.701s
2	Sainz	1m34.805s
3	Verstappen	1m34.912s
4	Norris	1m34.945s
5	Bottas	1m34.988s
6	Hamilton	1m35.219s
7	Ricciardo	1m35.345s
8	Gasly	1m35.398s
9	Leclerc	1m35.688s
10	Ocon	1m35.711s
11	Vettel	1m35.851s
12	Russell	1m36.023s
13	Raikkonen	1m36.062s
14	Latifi	1m36.118s
15	Giovinazzi	1m36.252s
16	Stroll	1m36.392s
17	Alonso	1m36.490s
18	Tsunoda	1m36.572s
19	Schumacher	1m36.671s
20	Mazepin	2m03.456s

WEATHER Sunny, air 28-29C track 34-38C

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	287.5	1	1
2 Hamilton	275.5	1	1
3 Bottas	185	1	1
4 Perez	150	1	2
5 Norris	149	2	1
6 Leclerc	128	2	1
7 Sainz	122.5	2	2
8 Ricciardo	105	1	4
9 Gasly	74	3	4
10 Alonso	58	4	6
11 Ocon	46	1	5
12 Vettel	36	2	5
13 Stroll	26	7	8
14 Tsunoda	20	6	7
15 Russell	16	2	2
16 Latifi	7	7	12
17 Raikkonen	6	8	13
18 Giovinazzi	1	10	7
19 Schumacher	0	12	14
20 Kubica	0	14	18
21 Mazepin	0	14	18

SPEED TRAP (QUALIFYING)



CONSTRUCTORS' CHAMPIONSHIP

CONSTRUCTORS' CHAMPIONSHIP	PTS
1 Mercedes	460.5
2 Red Bull	437.5
3 McLaren	254
4 Ferrari	250.5
5 Alpine	104
6 AlphaTauri	94
7 Aston Martin	62
8 Williams	23
9 Alfa Romeo	7
10 Haas	0

QUALIFYING BATTLE

Hamilton	13	4	Bottas
Perez	1	15	Verstappen
Ricciardo	6	11	Norris
Vettel	10	7	Stroll
Alonso	9	7	Ocon
Leclerc	12	4	Sainz
Gasly	17	0	Tsunoda
Raikkonen	4	11	Giovinazzi
Kubica	0	2	Giovinazzi
Mazepin	2	15	Schumacher
Latifi	0	16	Russell

Based on Q1/Q2/Q3 sessions, not sprint races.
Events removed when one driver in a team could not participate for reasons outside their control

QUALIFYING 1

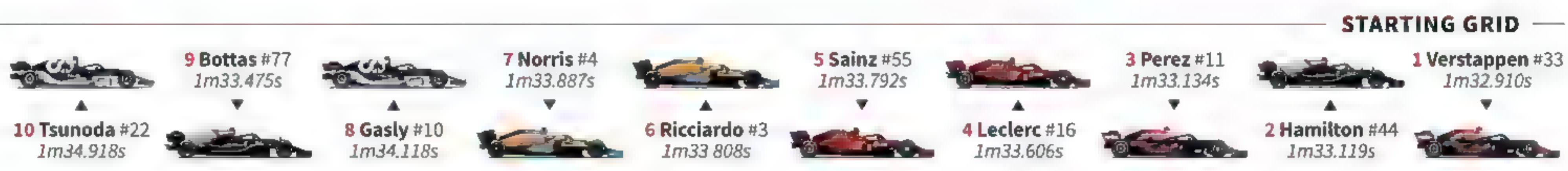
POS	DRIVER	TIME
1	Leclerc	1m34.153s
2	Verstappen	1m34.352s
3	Perez	1m34.369s
4	Ricciardo	1m34.407s
5	Norris	1m34.551s
6	Sainz	1m34.558s
7	Gasly	1m34.567s
8	Hamilton	1m34.579s
9	Bottas	1m34.590s
10	Vettel	1m35.281s
11	Tsunoda	1m35.360s
12	Russell	1m35.746s
13	Ocon	1m35.747s
14	Alonso	1m35.756s
15	Giovinazzi	1m35.920s
16	Stroll	1m35.983s
17	Latifi	1m35.995s
18	Raikkonen	1m36.311s
19	Schumacher	1m36.499s
20	Mazepin	1m36.796s

QUALIFYING 2

POS	DRIVER	TIME
1	Verstappen	1m33.464s
2	Hamilton	1m33.797s
3	Norris	1m33.880s
4	Leclerc	1m33.928s
5	Bottas	1m33.959s
6	Sainz	1m34.126s
7	Perez	1m34.178s
8	Gasly	1m34.583s
9	Ricciardo	1m34.643s
10	Tsunoda	1m35.137s

QUALIFYING 3

POS	DRIVER	TIME
1	Verstappen	1m32.910s
2	Hamilton	1m33.119s
3	Perez	1m33.134s
4	Bottas	1m33.475s
5	Leclerc	1m33.606s
6	Sainz	1m33.792s
7		



RACE RESULTS ROUND 17/22 (56 LAPS - 191.64 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Max Verstappen (NLD)	Red Bull-Honda	1h34m36.552s	35	Mu, Hn, Hn
2	Lewis Hamilton (GBR)	Mercedes	+1.333s	21	Mu, Hn, Hn
3	Sergio Perez (MEX)	Red Bull-Honda	+42.223s		Mu, Mu, Hn
4	Charles Leclerc (MCO)	Ferrari	+52.246s		Mu, Hn, Hn
5	Daniel Ricciardo (AUS)	McLaren-Mercedes	+1m16.854s		Mu, Hn, Hn
6	Valtteri Bottas (FIN)	Mercedes	+1m20.128s		Mu, Hn, Hn
7	Carlos Sainz Jr (ESP)	Ferrari	+1m23.545s		Su, Hn, Hn
8	Lando Norris (GBR)	McLaren-Mercedes	+1m24.395s		Mu, Hn, Hn
9	Yuki Tsunoda (JPN)	AlphaTauri-Honda	-1lap/+33.529s		Su, Hn, Hn
10	Sebastian Vettel (DEU)	Aston Martin-Mercedes	-1lap/+35.567s		Mu, Mu, Hn
11	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1lap/+45.061s		Mn, Mu, Hn
12	Lance Stroll (CAN)	Aston Martin-Mercedes	-1lap/+59.241s		Mn, Mn, Hn
13	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1lap/+1m02.642s		Mn, Mn, Hn
14	George Russell (GBR)	Williams-Mercedes	-1lap/+1m05.199s		Mn, Hn, Hn
15	Nicholas Latifi (CAN)	Williams-Mercedes	-1lap/+1m36.958s		Mn, Hn, Hn
16	Mick Schumacher (DEU)	Haas-Ferrari	-2laps/+5.612s		Mn, Hn, Mn
17	Nikita Mazepin (RUS)	Haas-Ferrari	-2laps/+1m33.113s		Mn, Hn, Mn Mu
R	Fernando Alonso (ESP)	Alpine-Renault	49laps-rearwing		Mn, Hn, Hn, Mn
R	Esteban Ocon (FRA)	Alpine-Renault	40laps-mechanical		Mu, Hn, Mu
R	Pierre Gasly (FRA)	AlphaTauri-Honda	14laps-suspension		Mu, Hn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m38.485s	-	41
2	Verstappen	1m39.096s	+0.611s	52
3	Leclerc	1m39.303s	+0.818s	41
4	Perez	1m39.566s	+1.081s	32
5	Alonso	1m40.067s	+1.582s	46
6	Bottas	1m40.147s	+1.662s	41
7	Norris	1m40.228s	+1.743s	41
8	Ricciardo	1m40.345s	+1.860s	43
9	Sainz	1m40.377s	+1.892s	40
10	Vettel	1m40.481s	+1.996s	40
11	Russell	1m41.120s	+2.635s	36
12	Giovinazzi	1m41.145s	+2.660s	44
13	Tsunoda	1m41.151s	+2.666s	47
14	Stroll	1m41.189s	+2.704s	36
15	Raikkonen	1m41.340s	+2.855s	43
16	Schumacher	1m41.395s	+2.910s	36
17	Latifi	1m41.818s	+3.333s	46
18	Gasly	1m42.015s	+3.530s	12
19	Ocon	1m42.194s	+3.709s	28
20	Mazepin	1m42.886s	+4.401s	42

WEATHER Sunny, air 27-30C track 36-39C

WINNER'S AVERAGE SPEED 121.54mph FASTEST LAP AVERAGE SPEED 125.23mph

TYRES



RACE BRIEFING

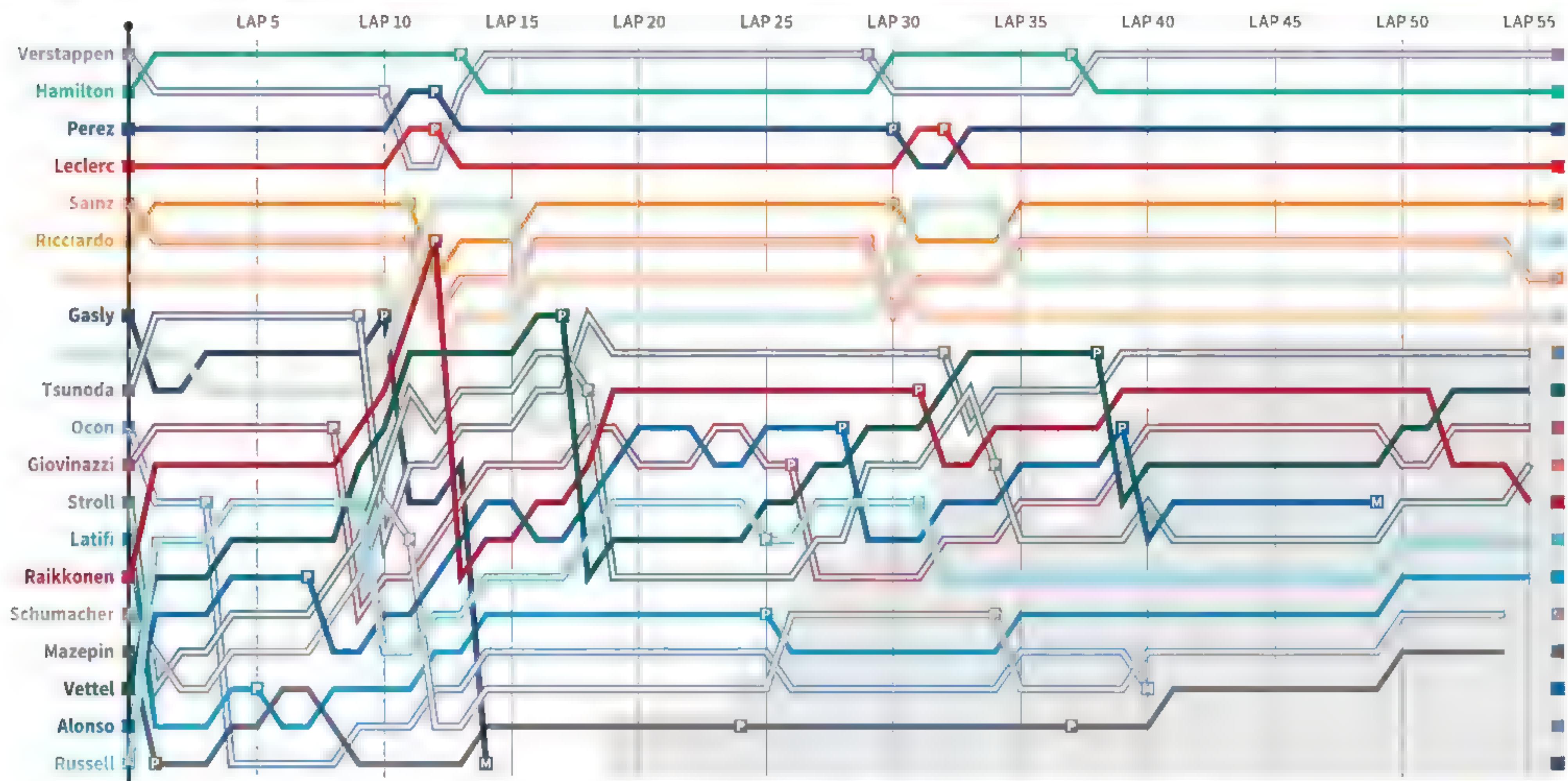
GRID PENALTIES

VETTEL required to start from the back for additional power elements used
RUSSELL required to start from the back for additional power elements used

elements used
BOTTAS Five-place penalty for additional power elements used
ALONSO required to start from the back for additional power elements used



LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty - Car lapped L Safety car

MAKING THE BEST OF BEING IN THE RED

F1's brilliant duelling leaders just fell short of our maximum score. But there was one driver in Texas who we judged to be faultless

ALEX KALINAUKAS

MERCEDES



Started 2nd — Result 2nd

9 Hard to see what he could have done differently considering Red Bull's overall pace, but was involved in team set-up work that went wrong on Friday, and in the race just couldn't make the most of a big tyre advantage. Tiny things among a very strong performance, despite the lost ground on his rival.



Started 9th — Result 6th

6 Was right with Hamilton on qualifying pace until the final Q3 run, where understeer cost him. Struggled following cars after grid drop. Ran longer than most in the first two stints to maximise his clear-air time, then did well to catch Sainz and nip past with a DRS blast to Turn 12's outside very late on.

RED BULL



Started 3rd — Result 3rd

8 A surprise pole contender, but lost confidence with spots of rain at the final corners in Q3. Even before he had no drink in the race, he was feeling unwell, so a good showing. Held on to leaders long enough to be a factor in timing of Hamilton's first stop, and then it was about survival in the heat.



Started 1st — Result 1st

9 Stunning effort to take pole, Red Bull's first here since 2013. Misses the maximum because he lost the lead at the start, but executed Red Bull's aggressive strategy to perfection, keeping his tyres alive to raise his pace at the end. Aided by Schumacher's Haas giving him DRS as he started the final lap.

McLAREN



Started 6th — Result 5th

8 Was the lead McLaren driver in qualifying, then at the start passed Sainz and put on the pressure when the Spaniard fought back. This was key as Sainz had to cede ground for going off track that he never recovered, thanks to Ricciardo's tough defence against the faster car at Turn 14.



Started 7th — Result 8th

7 If he'd produced his best lap late in Q3 he'd have beaten Sainz, but a "huge mistake" at Turn 19 dropped him behind Ricciardo. Got stuck into the pair on lap one, losing out when Sainz rejoined from Turn 12's runoff. Was later overtaken by Bottas after his part of McLaren's double-stack was slower.

ASTON MARTIN



Started 18th — Result 10th

9 Did enough in Q2 to ensure he started ahead of Alonso and Russell, but not making Q3 made little difference considering his grid penalty. Hard charge on lap one, and ran long in both stints, which helped him gain places late on. Still needed Raikkonen's late spin to get a point, but drove a good race.



Started 13th — Result 12th

6 Was unfortunate with Giovinazzi spinning in front of him late in Q1, which led to his exit, but a better banker lap might have kept him in the game. Unlucky in the first-corner melee, getting tapped around by Latifi, and picking up front-wing damage cost him pace. Also got a black/white flag for track-limits abuse.

ALPINE



Started 19th — Result R

6 Gave Ocon a Q2 tow as a dutiful team mate with a grid drop pending. Strong start, then overcut Alfa Romeo with an early first stop. The Raikkonen clash was 50-50 but should have known he'd have to let Giovinazzi back past after going off at Turn 12. Spotted his rear wing had broken late on and retired.



Started 11th — Result R

6 Wasn't too despondent at missing Q3 as he didn't think a softs gamble was worth it. Held big slide while following Gasly at the Esses on lap one, then damaged his front wing in brush with Giovinazzi. After that, struggled for pace and retired with an unspecified issue at the rear of his car.

FERRARI



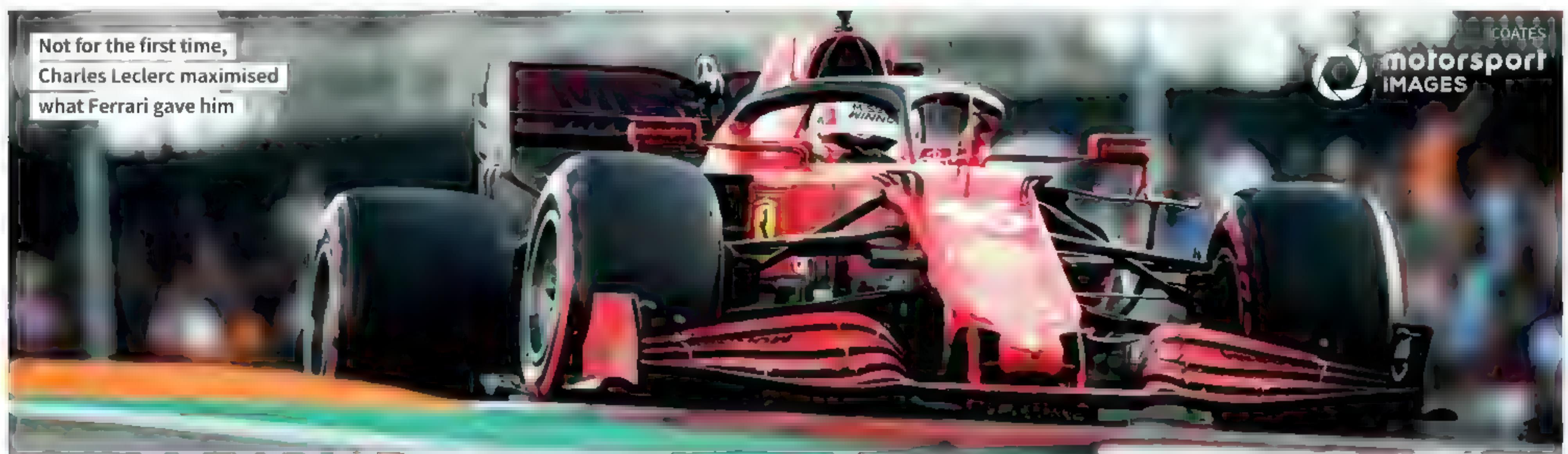
Started 4th — Result 4th

10 Simply outstanding. In qualifying he was fast enough to be just 0.1s slower than Bottas and, when the Finn took his grid penalty, was a clear best of the rest. Quickly fell back from the leaders after the start, but felt everything went completely cleanly for the race's duration.



Started 5th — Result 7th

7 Trailed Leclerc in qualifying, and then at the start Ricciardo got by. He muscled ahead again in a McLaren-sandwich fight that he lost going off track at Turn 12. Had to give places back to both McLarens. He repassed Norris but couldn't beat Ricciardo, and was overhauled by Bottas at the end.



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PIERRE GASLY

Started 8th — Result 8

7 Forced out after just 14 laps by a suspension breakage. Even with his best sectors hooked up in Q3 he'd still have been ninth as AlphaTauri worked back from a poor car balance in practice. Marked down for being too timid at the first corner and early in the Esses, which dropped him down the order.



YUKI TSUNODA

Started 10th — Result 9th

8 Made Q3 again and converted that into a points finish. But was 0.8s slower than Gasly in Q3, and he needed the disadvantageous soft tyres to get there. In the race he used what life the softs had well, and defended nicely against Bottas at the end of the opening third. Coped well in hot conditions.

ALFA ROMEO



KIMI RAIKKONEN

Started 15th — Result 14th

4 Slides and a Turn 19 track-limits violation led to Q1 exit. Much better in the race after a typically excellent start and was the faster Alfa. Rose to 10th after Alonso clash for which he shares blame, and picked up floor damage. Pushed his rears too hard late on and spun on the Turn 6 bump.



ANTONIO GIOVINAZZI

Started 12th — Result 11th

6 Without his team-mate's spin he'd have come home behind Raikkonen. Did well to escape Q1, but also spun at Turn 1 late on. In the race he gained ground on lap one but fell back after obeying a team order to swap places, then struggled on used medium tyres in second stint and clashed with Alonso.

HAAS



NIKITA MAZEPIN

Started 17th — Result 17th

5 Marked down compared to his team-mate for latest qualifying defeat and making a slow start. There he lost three spots almost immediately, after which he was unlucky that his headrest came loose and he had to pit to have it reattached. Also got a black/white warning flag for track-limits abuse.



MICK SCHUMACHER

Started 16th — Result 16th

7 Struggled with cold tyres for his final Q1 flier, but beat Mazepin. At start benefited when Latifi knocked Stroll around. Dropped back behind the Williams after his first stop, but felt he was catching him again at the finish. Probably should have got out of Verstappen's way sooner on the penultimate lap.

WILLIAMS



NICHOLAS LATIFI

Started 14th — Result 15th

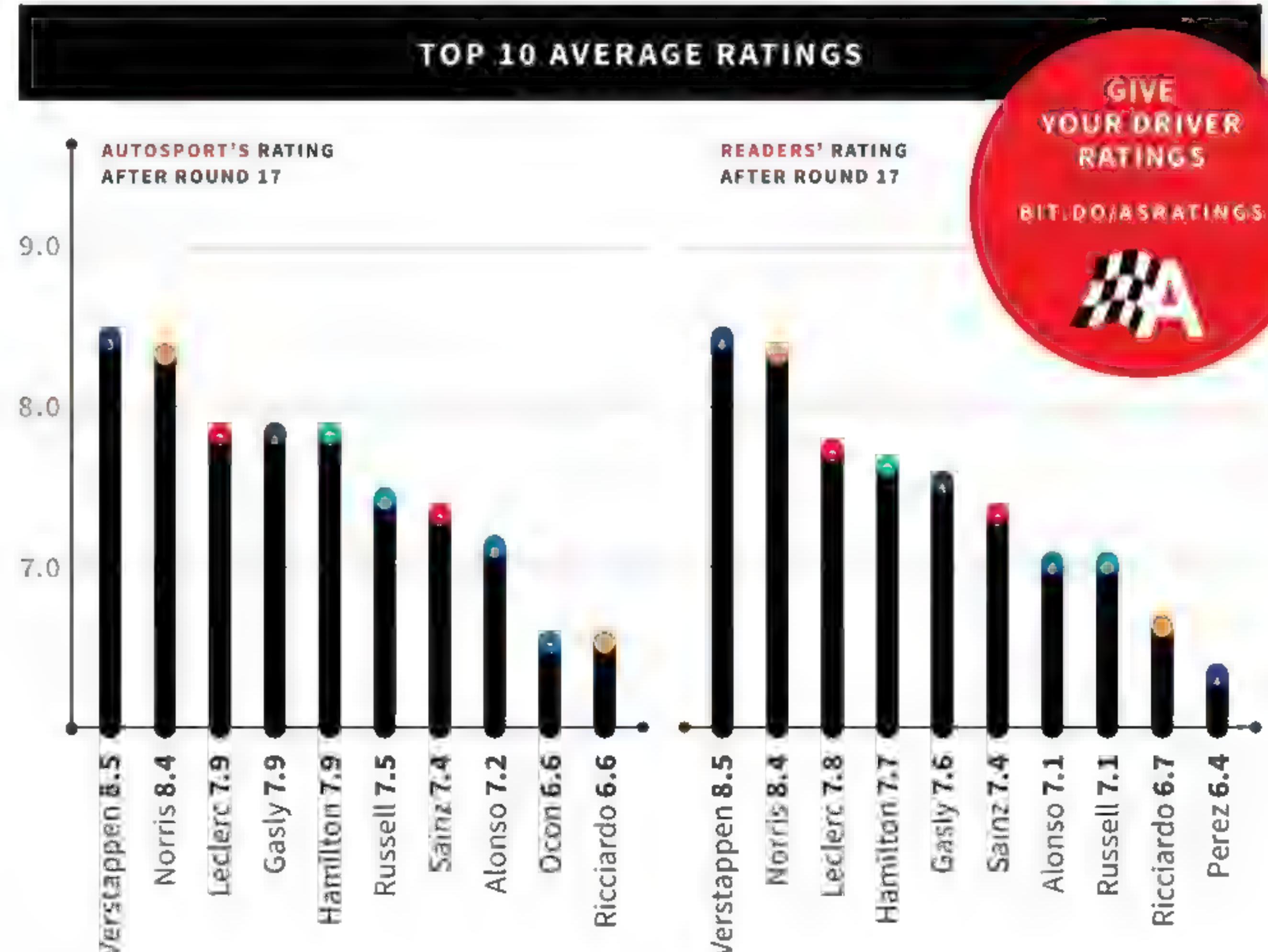
4 Messy Q1 lap as he struggled with a sudden balance change and was dumped out when he had the pace to progress. Might have got closer to Schumacher at Turn 1 and therefore avoided tapping Stroll, which damaged his front wing and put him on a lonely one-stopper to the finish.



GEORGE RUSSELL

Started 20th — Result 14th

6 A solid weekend considering his engine-change grid penalty. Score suffers due to his slide beyond track limits at Turn 9 on his last Q2 lap, which, combined with wind gusts, meant he didn't beat Vettel and so started last. Surfed lap-one chaos, but lost tyre temperature and pace during the VSC.





Sutton plays the title run to perfection

A stonking qualifying lap and two steady-as-she-goes races made Ash Sutton a three-time BTCC champion. And then he let rip to finish the season with a win

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

The weekend that confirmed Ash Sutton as a three-time British Touring Car champion was a perfect illustration of his 2021 modus operandi. The 27-year-old, as well as the BMR Racing crew who run his Laser Tools Racing Infiniti Q50, didn't put a wheel wrong. Championship done and dusted as the chequered flag flew on race two; then a tour de force on the way to his fifth win of the season to close out the campaign.

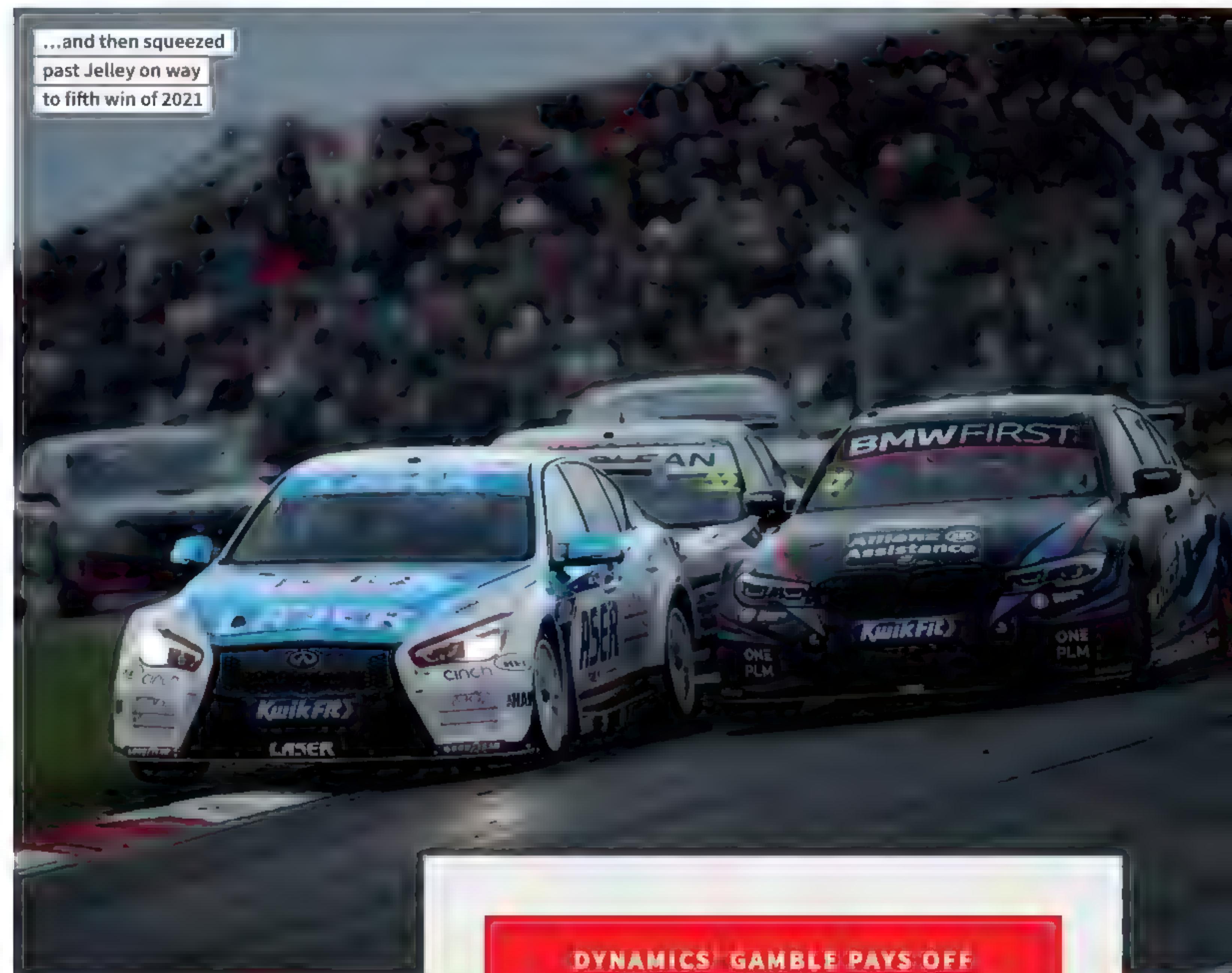
Four other drivers – Colin Turkington, Tom Ingram, Jake Hill and Josh Cook – arrived at the Brands Hatch Grand Prix Circuit with a mathematical shout (although in Cook's case it was the slightest of whispers). By the end of race one, all but Turkington were out of the equation. A couple of hours later the Northern Irishman had also conceded defeat to the phenomenon that has been Sutton in 2021.

The Infiniti, with a winter of refinement over 2020-21, has also been a phenomenon this season. The BTCC raised its success-ballast formula from a maximum of 60kg to 75kg, and Sutton

has carried the full whack through free practice, qualifying and race one at eight of the 10 rounds. No other car copes with the weight so well, particularly in the magician hands of Sutton. Sure enough, in first free practice at Brands, he was fourth fastest. In the second session, the Infiniti just wasn't turning into the fast corners on the GP loop until, back on newer tyres, it vaulted into ninth – ballpark territory for Sutton with 75kg.

Then, in qualifying, Sutton put it sixth on the grid with a marvellous lap. Thanks in part to its weight, the #1 machine nestled close to the bottom of most of the speed-trap figures, save the one immediately following the acrobatic Sheene Curve, yet Sutton unbelievably set the fastest time for the sector incorporating the fast Hawthorn, Westfield and Sheene turns by 0.149 seconds, with the equivalent of an average-size adult of ballast on board. "I think that's one of my best qualifying laps this year if I'm honest," he beamed. "It was just hooked up. I struggled a bit around the Indy Circuit, but round the back the car was on rails."

Sutton became the youngest three-time champion in BTCC history.



DYNAMICS' GAMBLE PAYS OFF AS TEAM FINISHES ON A HIGH

Significantly, Sutton had outqualified his three closest title rivals, with Turkington next up in eighth, Hill 11th and Ingram 13th. It was now going to take a miracle for anyone but Turkington and his West Surrey Racing-run BMW 330i M Sport to deny him the crown, and that became his focus for the rest of the weekend. Never before had an NGTC 3 Series carried 66kg of ballast into a race weekend, and Turkington did an excellent job in qualifying with a car that doesn't seem to carry the weight as well as the Infiniti, albeit with the aid of a cheeky slipstream from team-mate Stephen Jelley. "I'm really satisfied," he said. "The car was fantastic on the new rubber. Ash has done a great job, but I got the most out of the package."

In between the two leading protagonists was the second LTR Infiniti of Aiden Moffat. "It's almost as if we planned it!" jested Sutton. "It's nice to have, but we're not here to play games and do anything stupid." Not that there was much chance of that. Turkington dinked inside the Scot at Paddock Hill Bend just after the start of race one to move up to seventh, and then began harrying Sutton before the safety car appeared five laps in. After the restart it was processional, and no places changed at all in the top nine; Sutton appeared happy to not launch an attack on fifth-placed Dan Rowbottom as long as Turkington was safely in his mirrors, and he was one big step closer to the crown.

"Before the safety car the car felt good and I drove up to the back of Dan," explained Sutton. "I thought I could do something, but if he backed me into Colin all hell could break loose. I'd have liked Colin to have been a little further back but he managed to nip past Aiden, but the job's a lot harder for them now."

It was. Sutton was now down to 33kg of success ballast, and had five front-wheel-drive cars ahead of him on the grid for race two. That could have been easy pickings off the line for the rear-driven Infiniti, but it was on the outside and got boxed out by the side-by-side Gordon Shedden and Senna Proctor. Sutton stayed sixth but had now been leapfrogged by Turkington in fifth. The BMW man knew this was his last chance and he had to go for it, regardless of what might happen to Sutton. And he wasn't aided in his quest by a >>

To say that Dan Rowbottom was regarded as hot property on the BTCC driver market before 2021 would make you the most devious of estate agents, but Dynamics boss Matt Neal had a hunch that the friendly, bearded Midlander had the talent to go with his coveted Cataclean backing, and pushed Rowbottom's deal through despite the disagreement of one of the Dynamics sponsors, to substantial financial cost to the team.

Rowbottom has repaid that faith. At times he has outshone returning three-time champion team-mate and all-time BTCC great Gordon Shedden, although the Scot eventually won the intra-team title battle with sixth place to Rowbottom's ninth. You could make a case for saying that perhaps Rowbottom's breakthrough win at Oulton Park ramped up the self-imposed pressure, but he's acquitted himself remarkably well.

Indeed, Rowbottom has since that win taken a pole at Thruxton, and could have done last weekend. He was more or less on a par with Senna Proctor's pole lap and Josh Cook's front-row performance after the first two of four sectors when he got baulked by the third BTC Honda of Jade Edwards on the GP loop. Rowbottom was furious, suggesting that a BTC conspiracy to preserve Proctor and Cook might have been afoot, but Edwards was on a hot lap herself, having been on a build-up tour at the time when Rowbottom completed his previous effort, which stood for third on the grid.

Was it deliberate? "Probably not," he sighed on reflection. "If that was her fast lap she's under no obligation to pull over."

Race day was a good one for Dynamics, with Shedden claiming two third places, the second despite the lower balljoint on the left-front suspension pulling out. "He's lucky he finished – he was walking wounded," acknowledged Neal. Rowbottom fell to two fifths, before putting it together in the reversed-grid finale for a strong second. Watch him in 2022.



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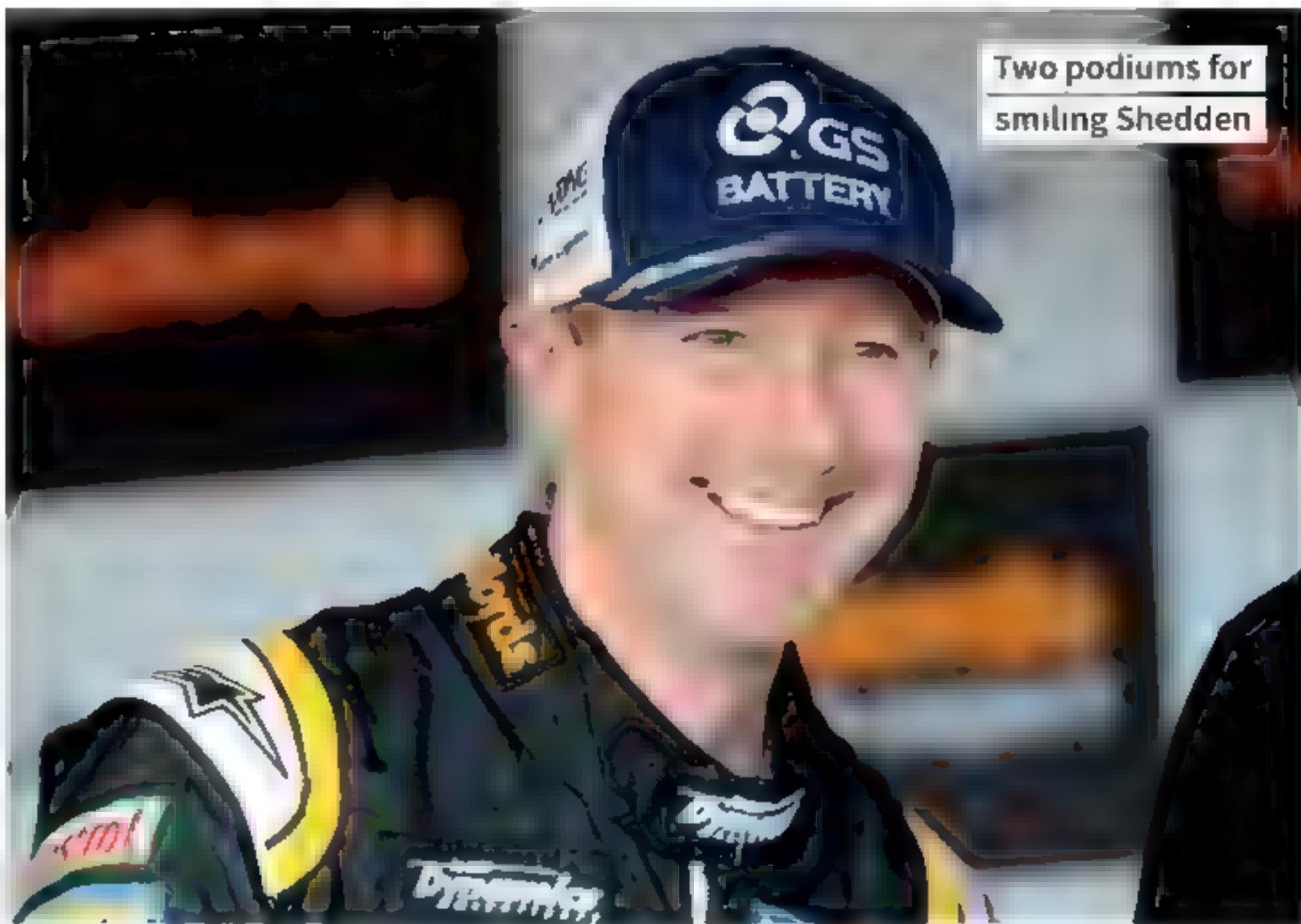
Cook was superb on the way to two wins and third in points

chaotic end to an early safety-car period. Amazingly, there was a car still in the firing line and marshals on the track at Surtees when the race went green, and this caught out some teams. Rowbottom, in fourth place with the title contenders behind him, was one of them, and there was a large gap to the leading trio as the race resumed.

This, therefore, left Rowbottom with a clear track to set fastest lap, and it wasn't until the Team Dynamics Honda Civic Type R caught the leading trio that Turkington and Sutton, in turn, were able to home in. Turkington made a clean and incisive pass into Druids but could make no further progress, and his fourth place – with Sutton sixth – wasn't enough. "I was just shadowing Colin," explained Sutton. "I just had to be a little bit cautious. Colin got me off the line and I thought, 'Oh well, settle here and see how it pans out'."

It had panned out perfectly, for Sutton was champion. And he was fourth on the grid for the finale, with the opportunity to put on an exhibition. Unlike in 2017 and 2020, he'd wrapped up the title with a round to spare and, as he quipped: "We were laughing – it's the first race in my touring car career that hasn't mattered, and the pressure was off." Sutton got Rory Butcher off the line, passed Tom Chilton on the run out to Dingle Dell, and then raced right onto the rear bumper of Jelley. The amiable Leicester man had been running 10th in race one when a plug came off the injector and he dropped a cylinder, falling to 23rd. But he then avoided first-lap chaos in the sequel to rise to ninth, before his outrageous reversed-grid fortune continued and he was awarded pole for the fourth time out of 10 this year!

This time Jelley clung on for three laps before Sutton got a good



Two podiums for smiling Shedden



“It’s the first race in my touring car career that hasn’t mattered, and the pressure was off”

exit from Clearways and then, aided by a push from Rowbottom, he surged past the BMW along the pitstraight. Rowbottom forcefully followed past via a bit of rubbing at Graham Hill Bend, and initially it looked as though he could challenge Sutton. But then the safety car intervened and after this Sutton drove away, extending an advantage of 3.4s before backing off as he crossed the finish line. It was the perfect finish to his season.

Not so for Turkington. He got involved in a frantic battle for fifth early on with Cook and Butcher, and contact with Butcher’s Toyota Corolla at Graham Hill Bend on the second lap forced him onto the grass. The BMW then traversed a rut, forcing the four-time champion to trickle back to the pits for an early end to his season. “It ripped the right-rear suspension out of the subframe, so that was a considerable hit,” sighed Turkington. “We’ve given it our best shot, but P2 in the championship was probably the best we could have hoped for. Up to then it was a really positive weekend.”

Turkington, indeed, ended up runner-up in the final standings, but not by much. And it wasn’t the expected Hill or Ingram who came closest to his score. Instead it was Cook who promoted himself to third with a stunning weekend performance in the lead BTC Racing Honda. With two wins and a reversed-grid fifth, Cook scored the highest weekend points total of the entire BTCC season, and finished up as the leading front-wheel-drive contender on the leaderboard.

The title was always going to be a forlorn hope for Cook, 66 points adrift of Sutton going into the weekend with 67 on the table. Even more so when he was pipped to the pole position bonus point by his own team-mate Proctor, to the tune of 0.01s... “I’ll probably get told off for that!” laughed Proctor. For Cook, the front row was unexpected after free practice: “We really struggled, and had to put in a hell of a lap [for 12th], but then we threw a few parts on the car and boom – it was a different car altogether. It was a shock how good it was.”

Off the start, Proctor ran too deep into Paddock and that allowed Cook the cutback to take the lead into Druids. “I hooked a lower gear and kept my foot in, and had a mega first couple of corners,” said Cook, who kept Proctor at arm’s length thereafter for a BTC 1-2. “It was risk-management. To go quicker I needed to risk more, and I was able to settle down a bit.” >>

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Further down, Ingram and Hill became mired in a midfield fight, with 57kg and 48kg of success ballast on their respective Excelr8 Motorsport Hyundai i30 N and Motorbase-run MB Motorsport Ford Focus. "The car feels awesome," Ingram said after qualifying. "It's, 'What do you want to change?' 'Nothing. Just take the weight out.'" For his part, Hill was "disappointed to be honest. The car is not my friend today, that's for sure. The rear is very unstable, with touch-down oversteer on the Indy circuit."

Hill narrowly pipped Ingram to 12th in their first-race war, Ingram fighting back from a second-lap setback of contact with Hill: "I was changing my map switch on the dash at the exact same time as Jake drove into my driver-side door. It put me onto map four and I lost about three positions!"

Now Cook was right on their tails in the points, and moved ahead in the second race with another win. Proctor, in hanging

"I was changing my map switch as Jake drove into my driver door and I lost three positions"

on around the outside of Shedden at Paddock, got alongside the sister BTC Honda on the run to Druids, before he locked up and nosed into the barriers. "I think we just picked up some marbles and that was it," he grimaced. "I braked the same place as normal on lap one with the same pressure..."

And the Hill/Ingram battle continued, with Hill shoved wide at Druids by the Hyundai, losing several places. Then Ingram, bless him, had one of those moments at Surtees a bit like when you're trying to avoid a gaggle of parents with prams on the pavement, then find your way blocked by a herd of kids waiting at a bus stop, and have to walk around the bus and into the road before continuing on your way. Chilton had nerfed Ollie Jackson into Clearways; Jackson was collected by Adam Morgan and Tom Oliphant; and Ingram had to circumnavigate the whole lot via the grass and gravel: "Wherever I seemed to go I just got caught in it!"

Hill recovered to 10th and Ingram to 12th – crucially outside the reversed-grid equation, which meant that Cook could afford to lose



places to both on his way to fifth in the finale. The excellent Cook fell just three points short of Turkington in the title battle, outscoring Ingram by three and Hill by eight. Ingram charged to third in the dusk, homing in on Rowbottom near the end and flashing his lights in intimidation. "It's a good job I'm not epileptic," exclaimed Rowbottom. "I had to get the disco rave going as it was getting so dark," replied Ingram. Hill, too, shone with fastest lap on his way to fourth: "We got the car right – it was just six sessions too late."

And they said this as the fireworks banged and sparkled for Sutton, knowing he'd executed a perfect season, wishing that one day they can do the same. *



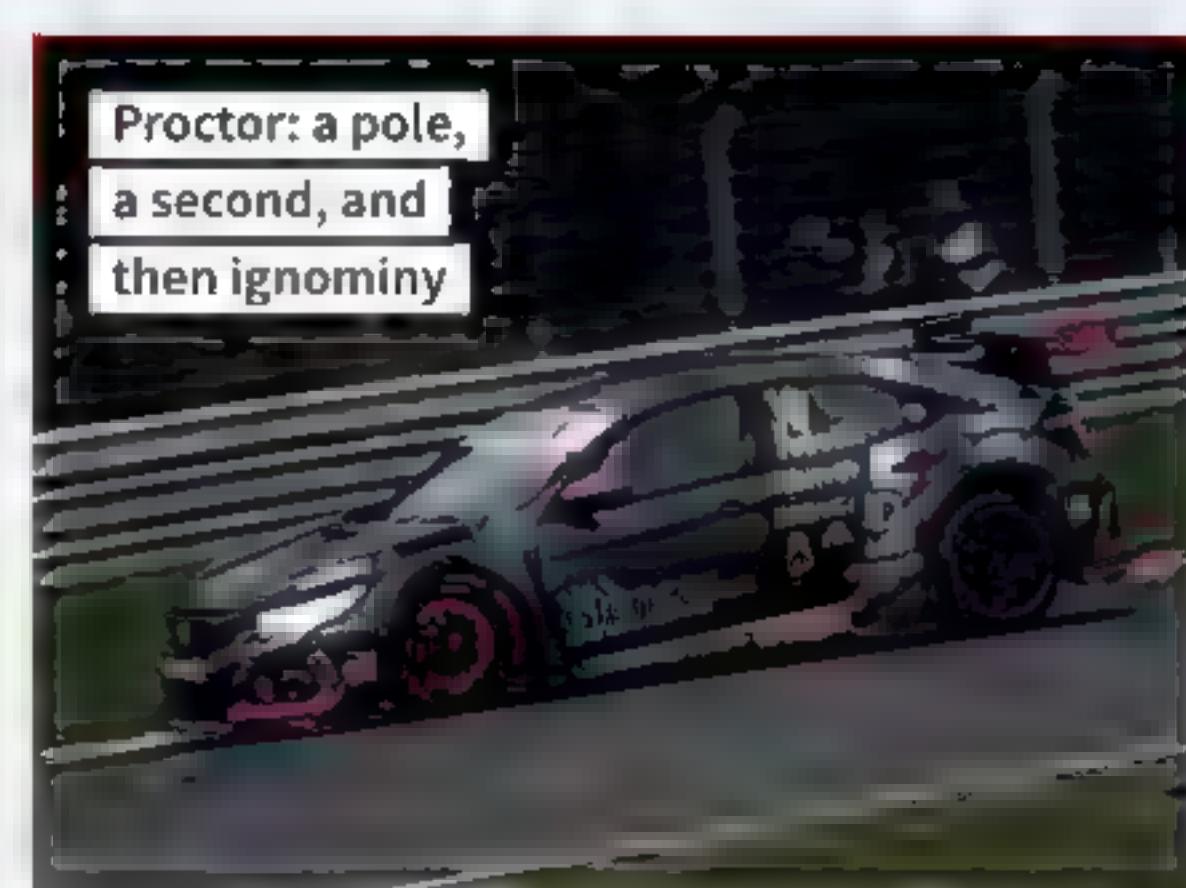
P70 SUPPORTS REPORT

The lowdown on final rounds for Porsche Carrera Cup GB, Mini Challenge, Ginetta GT4 Supercup, Juniors and more

YORKSHIRE TERRIERS COMING ON STRONG

Two Yorkshiremen – Senna Proctor and Dan Lloyd – have both been superb as the end of the season has rushed upon us. The lofty Proctor's progress continued in the BTC Racing equipo, with the Honda Civic seeming to soak up everything its aggressive driver throws at it, and pole on the Brands GP circuit, ahead of team-mate Josh Cook, is not to be sniffed at. This came on his second run, with once again Proctor ascribing it to "going a bit harder on the tyre warm-up procedure, I executed it a bit better. When I went out on my first set, Josh put a really good benchmark down. I had to fight pretty hard to find three tenths."

The second-race shunt, which Proctor thought might have come from a slight nudge from Lloyd (but which looked unlikely on the



TV footage) was unfortunate, but Proctor's stock is higher than it's ever been. Don't forget, he joined BTC on the eve of this season's second round, and a proper testing programme could promote him to the ranks of contender.

Lloyd has been a star too in his Power Maxed Racing Vauxhall Astra. His theoretical best lap in qualifying was quicker than Proctor's, although he said the session as a whole was scrappy with traffic and there was no single 'one-that-got-away' lap. Also, he had the overall fastest figure in the speedtrap just after the big-balls Sheene Curve by 0.6mph in qualifying. That we like.

Lloyd was fourth in race one and an excellent runner-up to Cook later on to cap his BTCC comeback season after his spell in TCR machinery, and will definitely be a player in the 2021-22 silly season. "It would have been nice to get a win, but Josh didn't put a foot wrong," he declared. "What a weekend – a fourth and a second. I'm so happy."

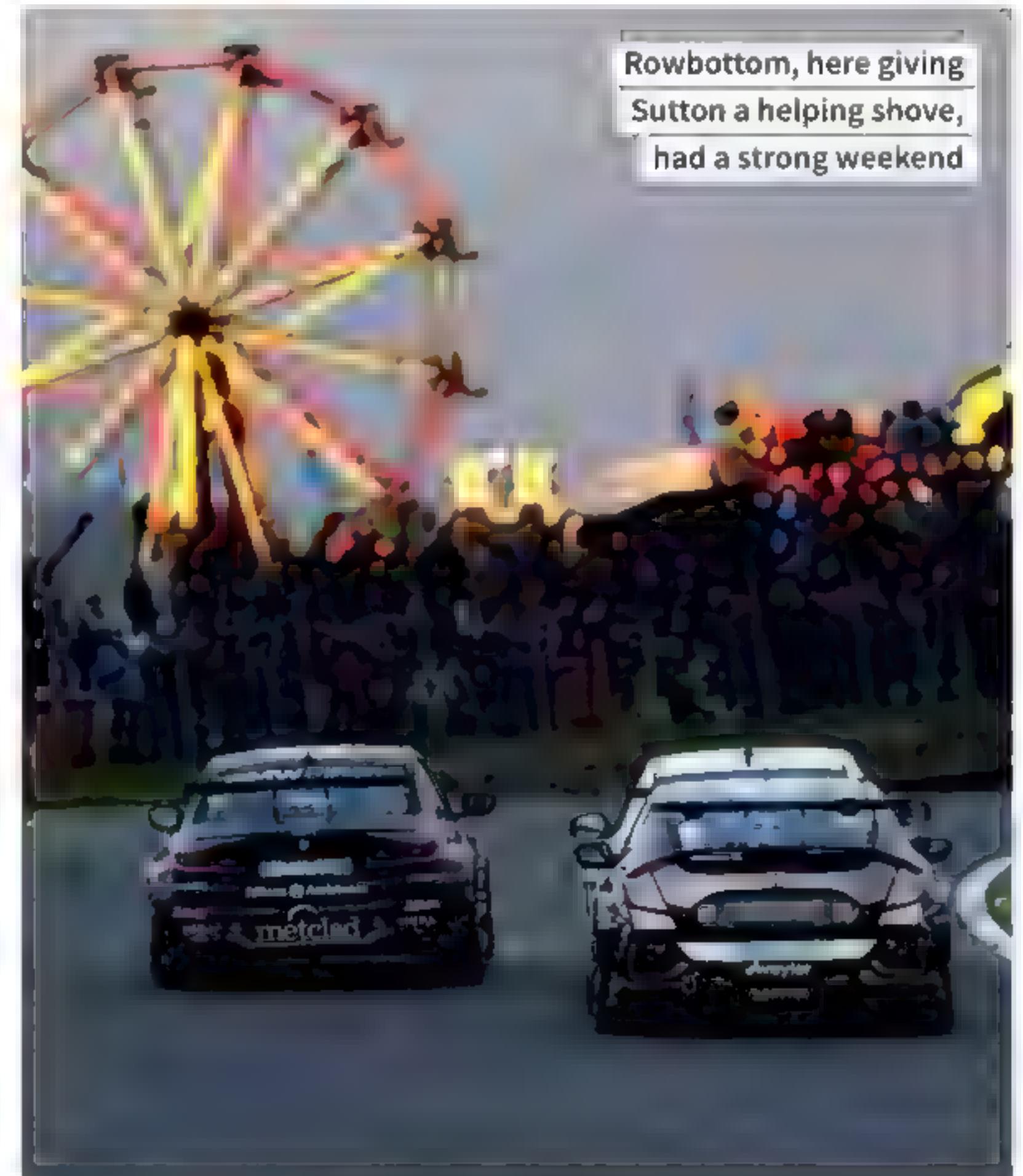
RESULTS ROUND 10/10, BRANDS HATCH (GBR), 24 OCTOBER RACE 1 (17 LAPS - 41.365 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (39kg)	27m24.748s
2	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R (15kg)	+0.639s
3	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (21kg)	+1.522s
4	Dan Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	+2.387s
5	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R (9kg)	+3.021s
6	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg)	+4.721s
7	Colin Turkington (GBR)	WSR / BMW 330i M Sport (66kg)	+6.673s
8	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50 (27kg)	+8.081s
9	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport	+9.598s
10	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus	+17.350s
11	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport	+17.538s
12	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (48kg)	+18.454s
13	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (57kg)	+18.644s
14	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport	+18.784s
15	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	+18.803s
16	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla (33kg)	+19.148s
17	Jack Goff (GBR)	Team Hard / Cupra Leon	+19.981s
18	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	+21.685s
19	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+22.147s
20	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla	+22.911s
21	Jack Mitchell (GBR)	Team Hard / Cupra Leon	+25.044s
22	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50	+30.495s
23	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport	+30.797s
24	Rick Parfitt (GBR)	Excelr8 Motorsport / Hyundai i30 N	+30.975s
25	Andy Wilmot (GBR)	Excelr8 Motorsport / Hyundai i30 N	+37.693s
26	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+39.312s
27	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+1m13.399s
R	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	12 laps-mechanical
R	Andy Neate (GBR)	Motorbase Performance / Ford Focus	4 laps-off

Winner's average speed 90.54mph. **Fastest lap** **Shedden** 1m31.245s, 96.00mph.

QUALIFYING

1 **Proctor** 1m30.237s; 2 **Cook** 1m30.248s; 3 **Rowbottom** 1m30.282s; 4 **Shedden** 1m30.359s, 5 **Lloyd** 1m30.368s; 6 **Sutton** 1m30.383s; 7 **Moffat** 1m30.408s; 8 **Turkington** 1m30.409s; 9 **Jelley** 1m30.450s; 10 **Chilton** 1m30.509s; 11 **Hill** 1m30.516s; 12 **Jackson** 1m30.527s; 13 **Ingram** 1m30.590s; 14 **Oliphant** 1m30.598s; 15 **Smiley** 1m30.678s; 16 **Morgan** 1m30.741s; 17 **Plato** 1m30.756s; 18 **Osborne** 1m30.793s; 19 **Butcher** 1m30.987s; 20 **Goff** 1m30.998s; 21 **Taylor-Smith** 1m31.005s; 22 **Mitchell** 1m31.024s; 23 **Smelt** 1m31.179s; 24 **Neate** 1m31.343s; 25 **Edwards** 1m31.813s; 26 **Parfitt** 1m31.998s; 27 **Boardley** 1m32.085s; 28 **Hamilton** 1m32.392s; 29 **Wilmot** no time



GRID RACE 2 Decided by result of Race 1.

RACE 2 (18 LAPS - 43.797 MILES)

1 **Cook** (75kg) 30m55.544s; 2 **Lloyd** (48kg) +0.587s; 3 **Shedden** (57kg) +1.432s; 4 **Turkington** (27kg) +1.745s; 5 **Rowbottom** (39kg) +2.352s; 6 **Sutton** (33kg) +3.169s; 7 **Butcher** +4.073s; 8 **Chilton** (15kg) +4.333s; 9 **Jelley** +4.805s; 10 **Hill** +5.706s; 11 **Goff** +6.809s; 12 **Ingram** +6.924s; 13 **Smelt** +7.358s; 14 **Osborne** +7.903s; 15 **Boardley** +8.533s; 16 **Edwards** +11.243s; 17 **Mitchell** +12.094s; 18 **Plato** +12.246s; 19 **Wilmot** +15.083s; 20 **Taylor-Smith** +59.263s; 21 **Parfitt** -1 lap; 22 **Moffat** (21kg) -1 lap; **R Hamilton** 11 laps-off; **R Smiley** 6 laps-accident damage; **R Neate** 5 laps-puncture; **R Proctor** (66kg) 0 laps-accident; **R Jackson** (9kg) 0 laps-accident; **R Oliphant** 0 laps-accident; **R Morgan** 0 laps-accident. **Winner's average speed** 84.97mph.

Fastest lap **Rowbottom** 1m30.964s, 96.30mph.

GRID RACE 3 Decided by result of Race 2, with top nine reversed.

RACE 3 (18 LAPS - 43.797 MILES)

1 **Sutton** (33kg) 30m22.671s; 2 **Rowbottom** (39kg) +1.369s; 3 **Ingram** +1.502s; 4 **Hill** (9kg) +3.274s; 5 **Cook** (75kg) +8.001s; 6 **Chilton** (21kg) +8.960s; 7 **Shedden** (57kg) +9.682s; 8 **Goff** +10.043s; 9 **Butcher** (27kg) +11.992s; 10 **Plato** +13.002s; 11 **Jackson** +14.806s; 12 **Smiley** +15.345s; 13 **Lloyd** (66kg) +15.962s; 14 **Taylor-Smith** +17.214s; 15 **Oliphant** +17.461s; 16 **Morgan** +17.697s; 17 **Osborne** +19.176s; 18 **Moffat** +19.397s; 19 **Proctor** +20.545s; 20 **Edwards** +21.143s; 21 **Smelt** +21.462s; 22 **Neate** +31.965s; 23 **Hamilton** +32.503s; 24 **Jelley** (15kg) +42.127s; 25 **Wilmot** -1 lap; **R Mitchell** 4 laps-accident; **R Turkington** (48kg) 1 lap-suspension; **R Boardley** 0 laps-accident damage; **R Parfitt** 0 laps-driveshaft. **Winner's average speed** 86.50mph.

Fastest lap **Hill** 1m31.553s, 95.68mph.

CHAMPIONSHIP

1 **Sutton** 357; 2 **Turkington** 306; 3 **Cook** 303; 4 **Ingram** 300; 5 **Hill** 295; 6 **Shedden** 251; 7 **Butcher** 247; 8 **Moffat** 230; 9 **Rowbottom** 222; 10 **Proctor** 206.

BTCC SEASON REVIEW 11 NOVEMBER ISSUE

How the season played out across 10 rounds from Hampshire to Kent – plus top 10 drivers of the year

ROSBERG'S DUO BACK ON TOP AS BREAKAGES SPARK RAGE

Johan Kristoffersson and Molly Taylor bagged their third Extreme E win in Sardinia as the patience with car unreliability wore increasingly thin

MATT KEW

PHOTOGRAPHY  motorsport
IMAGES

Alejandro Agag is a cool customer; someone who finds time to answer difficult questions with composure and a smile. And for all the flak aimed at Extreme E and Formula E – the two disruptive electric championships he has co-founded – for their perceived popular vote gimmicks in 'grid play' and 'fanboost', he values meritocratic sporting success.

He is also a negotiator, and cares greatly about how his motorsport series appear on TV. Lewis Hamilton, Nico Rosberg and Jenson Button likely wouldn't be fielding teams alongside Chip Ganassi in Extreme E if it wasn't for the Spaniard's central role and persuasion. And he wants his audience to enjoy the best possible show.

When competitive effort and talent go unrewarded and the spectacle is needlessly diminished, he has been known to let his calm demeanour slip. One such occasion arrived four months ago in Puebla, Mexico, when Porsche was disqualified from its maiden Formula E triumph after its tyres were incorrectly declared to no competitive advantage. Another, it is said, came last weekend in Sardinia when Mr Ganassi was on site to watch his Extreme E team lose its probable first triumph to Rosberg X Racing

when a spec trackrod snapped.

The Ganassi driver line-up is arguably the pick of the Extreme E grid, even if the names Kyle LeDuc and Sara Price don't carry much weight this side of the Atlantic when they appear on the entry list alongside Sébastien Loeb, Carlos Sainz Sr and Johan Kristoffersson. But a massive crash in Saudi Arabia, a branch catching the car's reset loop in Senegal, and steering arm failure in Greenland ensured that the American duo's wait for a win has lingered on. So much so that, alongside Ganassi, the IndyCar team's managing director Mike Hull flew in to advise the crew for its outing at the Teulada NATO base in the south of the Italian island.

A rocky start to qualifying, when Price clipped a boulder to trigger left-rear suspension failure, was overcome by the second-fastest time in the afternoon session to end up fifth in the combined results. Price and LeDuc went on to win the first semi-final on Sunday by default after Timmy Hansen had used his Andretti United machine to wipe out X44 driver Cristina Gutierrez in the heat. That landed the team in the Island X-Prix final, with LeDuc in the hot seat for the race start.

The short-course off-road truck champion escaped in second place as the



JBXE and Rosberg X Racing cars lightly collided but, to avoid getting stuck behind lightning starter Loeb, LeDuc went rogue and opted not for one of the clearly defined dusty lanes to the first waypoint, but instead to plough his own route through the undergrowth. He clattered over the bumps, but carried more speed by travelling as the crow flies to burst into a lead of three seconds as Loeb began to slip back with a front-left puncture. When the X44 car ground to a halt with its steering arm giving up the ghost, LeDuc escaped by a crushing 45s before handing the car over to Price.

She was on her way back to the 4.67-mile course, designed in part by two-time World Rally Championship-winning co-driver Tiziano Siviero, before her rivals had even entered the effective pitlane for the driver swaps. The win should have been hers.

With such a commanding advantage as his team-mate resumed, LeDuc found time for a TV interview from the sidelines to talk through how he'd got one over nine-time WRC champion Loeb. At that moment, the





camera feed cut back to Price parking up with the front-left wheel pointing in by 45 degrees after the trackrod had cried mercy. Agag, one source said, was “furious”.

To the team it was a massive disappointment, if not wholly surprising. While LeDuc was busy helping Price fasten the belts as she clambered aboard for her stint, the crew chief had stuck his head under the wheel arches and spotted the bent part. Price was told over the radio to take it easy for the remainder, but that wasn’t enough to nurse the issue to the flag.

Ganassi team boss Dave Berkenfeld said: “We knew Loeb was fast, so Kyle was pushing on his lap. We were trying to open the gap as much as possible. Of course, we’re disappointed. But we knew at some point it would break, but the goal there is finish the lap. It’s a challenging situation.”

The “challenging situation” extends beyond the on-track drama. Chip Ganassi Racing and X44 reckoned they then didn’t have enough spare parts to conduct the post-event test last Monday, while the

paddock’s patience with car constructor Spark Racing Technology had worn thin. That’s partly because of the litany of component failures that have dogged each of the four rounds to date, and also down to a sense from drivers that the manufacturer isn’t willing to listen to the advice that, in particular, Sainz and Mattias Ekstrom were trying to offer.

“Car development is a crucial part of your daily business,” said Ekstrom. What we do now after having given feedback, how slow we are seeing development, that’s the reason the racing is how it is. That’s a shame. It’s not finding the money or the time, it’s just attitude. They’re missing the right attitude. To make a change, someone must really want to do it.”

The defence from Spark, headed up by development engineer Pierre Prunin, is that COVID canned many of its behind-closed-doors pre-season tests. While Ekstrom reckons he spends nearly 400 miles to shake down his World Rallycross car ahead of a campaign, the total mileage of each

Odyssey 21 E-SUV after four of the competitive five events is still under 200 miles. Spark also reckons it’s addressed the myriad inverter faults that contributed to 22 technical failures in the previous Greenland round and that it’s improving the car all the time.

Less convincing was Prunin’s case that: “For sure, the car is too brittle for what we’ve seen today. We did this car with a limited budget; it’s not like we’re Audi or Peugeot. The drivers have huge expectations; they have driven the best cars in the world. Things need to be put in perspective. If you talk about the drivers, they break the same parts and none of them tried to slow down. The truth is a slow driver would have been on the podium. Even you [he gestures towards Autosport].”

The upshot is that Autosport clocked a couple of technicians from damper expert Fox Factory getting involved in Sardinia in anticipation of a change in supplier. The downside for Spark is that the 2021 campaign ends on 19 December. The cars ➤

IN THE HEADLINES

E-BIKE SHAKEDOWN SIN BIN

Rosberg X Racing and Chip Ganassi Racing were barred from the Friday morning shakedown after the teams used e-bikes on their course 'walks'. RXR had asked, and been denied, permission to use them half an hour before the track opened. Seeing his rivals on the bikes, CGR driver Kyle LeDuc nipped back and fetched his own. It was reckoned that they could explore the course more quickly to gain an unfair advantage.

LUNCHEON BEFORE FUNCTION

A massive queue, which included drivers and engineers, formed outside the catering tent on Friday lunchtime. That forced race director Scot Elkins to push the start of Friday practice back by an hour as many tucked into a bizarre bowl of baby octopus and peas. Autosport enjoyed pasta and a nectarine as a muted alternative.

MORE RXR RULE STRETCHING

Nico Rosberg's squad came under fire in a team-boss meeting aboard the RMS St Helena vessel on Saturday night, Autosport understands. Rivals were miffed about the e-bikes, the team using two sets of lap belts to cover the height difference in its drivers to speed up pitstops, and RXR asking for a delayed qualifying run to allow for repairs after Molly Taylor's Q1 roll. When RXR mechanics were spotted savouring a leisurely lunch during this extra time, other teams weren't best impressed...

SARRAZIN'S MASSIVE SHUNT

Stephane Sarrazin was chasing down JBXE's Mikaela Ahlin-Kottulinsky for the final spot on the grid in the finale when he rolled spectacularly. The experienced French ace had dispatched the Xite Energy Racing car, which then pulled up with a steering arm failure, and was in hot pursuit. But over a crest, the rear axle leapt into the air and tried to overtake the front. The car dug in, shot back into the air and flipped. Despite the huge impact, the niobium-reinforced rollcage meant he walked away unhurt.

They see me rollin', they hating: RXR's e-bike recce



LOPEZ



must then be loaded onto the RMS St Helena for the second season on 3 January. With a couple of days lost to Christmas, that leaves little time to resolve the issues.

But those resolutions need to come, not only to appease the paddock, but also because it hinders what Extreme E does best: providing compelling scenes as some of the greatest rough-stuff drivers leap over crests, splash their way through water obstacles and battle tooth and nail with one another.

Sainz and Loeb were renowned in the WRC for their smooth style that did away with theatrical oversteer in the pursuit of vast success. In Extreme E, that arguably less entertaining trait is greatly masked, and they continue to provide the thrills.

While sceptics can and do find their massive grievances with this series' environmental credentials, its motorsport is genuinely top drawer. Here, the work the championship chiefs have done should be viewed independently from the poorer job Spark is doing.

If these issues aren't addressed, then a cloud will continue to hang over the brilliant stories Extreme E creates on repeat. One such compelling plot was provided by

the Prodrive-run X44 squad. Loeb and his Dakar Rally regular team-mate Cristina Gutierrez were the benchmark in both qualifying sessions to line up in the first semi-final alongside Andretti United. Greenland event winner Hansen (AU) delivered a blistering launch from the far right side of the grid and glanced across the front of the Ganassi machine in a bid to avoid the unfavoured outer lane. That tag appeared to put Hansen on a trajectory that led him to hit Gutierrez on the rear-right corner, forcing the spare-time orthodontist over a bush. She veered to the right and, as she counter-steered to control the slide, caught a rock, speered off into a tree and retired from the heavy impact.

Gutierrez, who suffered a fractured vertebra in a summer Kazakhstan rally event, was cleared by the medical centre and made do with some pain relief cream. The incident was immediately reviewed by the stewards, who found Hansen to be "wholly responsible" and moved to classify Andretti United last in the heat.

The American-Anglo squad accepted the blame and sent its mechanics, led by historic race car engineer Craig Glover, to



STALEY



The aftermath of
X44's Gutierrez being
tagged into a tree



L-r: Kristoffersson, Taylor
and Rosberg mark their
success in Sardinia

assist the rebuild. X44 team manager Gus Beteli reckoned the shopping list included new right-rear suspension, front and rear clamshells, steering arms, replacing the floor and battery brace, plus cutting and rewelding the chassis brace. Four hours later, the car was ready for its truncated entry into the finale.

With Loeb and Price grinding to a halt, it left Rosberg X Racing's duo of Kristoffersson and Australian rally champion Molly Taylor to take control. The Abt Cupra challenge had faltered immediately when Jutta Kleinschmidt failed to select drive and sat stationary at the line, but the 2001 Dakar Rally winner recovered strongly so that she and Taylor were only inches apart as they came in for the driver change.

Kristoffersson enjoyed the quicker stop to bolt away for what would become the win, while Ekstrom's right-hand door popped open and then jettisoned over a crest to leave the newly crowned Pure ETCR champion to take it gingerly through the water obstacles, which were sufficiently topped up after a rain shower hit minutes before the race.

Victory was sealed by 25s, although the slippery conditions meant Rosberg X Racing couldn't pinch a further five points away from X44 for setting the fastest time in the pre-defined 'super sector'. Curiously, the bonus score only adds to the teams' championship total. So, despite the 100% qualifying record of Loeb and Gutierrez, they trail Kristoffersson and Taylor by 21 points in the drivers' standings ahead of the rearranged season finale in Dorset.

Although Rosberg X Racing has won all but one round of this inaugural campaign, there's only a 16-point split in the teams' title race between Formula 1 world championship-winning owners Hamilton and Rosberg in the pseudo-epilogue to their Mercedes grand prix rivalry. That's the show that Agag wants to take centre stage. **X**

RESULTS ROUND 4/5, SARDINIA (ITA), 23-24 OCTOBER (FINAL)

POS	DRIVERS	TEAM	TIME
1	Johan Kristoffersson (SWE) Molly Taylor (AUS)	Rosberg X Racing	11m42.963s
2	Mattias Ekstrom (SWE) Jutta Kleinschmidt (DEU)	Abt Cupra XE	12m07.551s
3	Kevin Hansen (SWE) Mikaela Ahlin-Kottulinsky (SWE)	JBXE	14m53.394s
4	Kyle LeDuc (USA) Sara Price (USA)	Segi TV Chip Ganassi Racing	trackrod
5	Sebastien Loeb (FRA) Cristina Gutierrez (ESP)	X44	steering arm

SEMI-FINAL

POS	DRIVERS	TEAM	TIME
1	LeDuc (USA) Price (USA)	Segi TV Chip Ganassi Racing	12m30.912s
2	Loeb (FRA) Gutierrez (ESP)	X44	accident
3	Timmy Hansen (SWE) Catie Munnings (GBR)	Andretti United Extreme E	

Top two finishers move into the Island X-Prix Final

CRAZY RACE

POS	DRIVERS	TEAM	TIME
1	Kristoffersson (SWE) Taylor (AUS)	Rosberg X Racing	11m25.861s
2	Ekstrom (SWE) Kleinschmidt (DEU)	Abt Cupra XE	12m50.783s
3	Carlos Sainz (ESP) Laia Sanz (ESP)	Acciona Sainz XE Team	19m06.566s

Top two finishers move into the Island X-Prix Final

SHOOT-OUT

POS	DRIVERS	TEAM	TIME
1	K Hansen (SWE) Ahlin-Kottulinsky (SWE)	JBXE	11m15.077s
2	Stephane Sarrazin (FRA) Emma Gilmour (NZL)	Veloce Racing	accident
3	Oliver Bennett (GBR) Christine Giampaoli Zonca (ITA)	Xite Energy Team	steering arm

Winner moves into the Island X-Prix Final

QUALIFYING 1 1 Loeb/Gutierrez 11m05.105s; 2 Sainz/Sanz 11m17.388s; 3 Sarrazin/Gilmour 11m23.176s; 4 Ekstrom/Kleinschmidt 11m24.796s; 5 K Hansen/Ahlin-Kottulinsky 11m28.014s; 6 Kristoffersson/Taylor 11m37.557s; 7 T Hansen/Munnings 12m23.897s; 8 Bennett/Zonca steering arm; 9 LeDuc/Price suspension.

QUALIFYING 2 1 Loeb/Gutierrez 10m45.401s; 2 LeDuc/Price 11m02.608s; 3 Kristoffersson/Taylor 11m03.771s; 4 T Hansen/Munnings 11m14.124s; 5 Ekstrom/Kleinschmidt 11m32.565s; 6 K Hansen/Ahlin-Kottulinsky 11m34.160s; 7 Bennett/Zonca 11m43.636s; 8 Sainz/Sanz 13m17.948s; 9 Sarrazin/Gilmour steering arm.

DRIVERS' CHAMPIONSHIP 1 Taylor/Kristoffersson 129; 2 Loeb/Gutierrez 108; 3 Ahlin-Kottulinsky 92; 4 T Hansen/Munnings 88; 5 Ekstrom 83; 6 Sainz/Sanz 78; 7 K Hansen 75; 8 Kleinschmidt 70; 9 Price/LeDuc 63; 10 Sarrazin 60.

TEAMS' CHAMPIONSHIP 1 Rosberg X Racing 129; 2 X44 113; 3 Andretti United 93; 4 JBXE 92; 5 Abt Cupra 83; 6 Acciona Sainz 78; 7 Chip Ganassi Racing 63; 8 Veloce Racing 60; 9 Xite Energy Racing 55.

NEXT RACE

JURASSIC X-PRIX 23 DECEMBER ISSUE

As an entertaining but troubled debut season reaches its climax in Dorset, will Rosberg X Racing keep X44 at bay to cut a slice of history?



Chadwick won both races to tie up her second title

SBLOXHAM
motorsport
IMAGES

Chadwick at the double secures W Series glory

W SERIES**AUSTIN (USA)****23-24 OCTOBER****ROUND 7/7**

Jamie Chadwick was again crowned as the W Series champion at the Circuit of The Americas, with her two decisive wins allowing her to add another title to her 2019 crown.

After a season-long tussle with Alice Powell, the pair entered the weekend level on points. But Chadwick had the edge all weekend and took the title by cruising to a lights-to-flag win on Sunday. Powell's stellar effort, with three wins across the season to Chadwick's four, earned her runner-up in the standings ahead of Emma Kimilainen.

A difficult qualifying session left Powell in 10th and eighth on the grid for the two races, while Chadwick claimed the upper hand by qualifying second and

first. Powell clawed her way back to finish third in race one, but sixth place on Sunday left her trailing in the points.

"It means so much to defend my title," Chadwick said. "It's been really hard work this year as I've been pushed all the way by Alice. The stakes were higher this weekend with the double-header, but to seal it by winning both races makes it so much sweeter. I'm delighted to come out on top."

Abbi Pulling started on pole for Saturday's race in her third outing in the series, the British Formula 4 refugee having previously appeared at Silverstone and Zandvoort. But a poor getaway from the 18-year-old gave fourth qualifier Kimilainen the chance to take the lead into Turn 1, until the Spa winner ran wide on the exit and emerged in third. Chadwick took full advantage to move in front, while Belen Garcia fired into second down the hill.

Kimilainen recovered to pass Garcia for second into Turn 12 on lap three, holding

the position to the flag, while Powell soon caught the battling cars ahead. She passed Sarah Moore and Garcia to move up into fourth, before sweeping past her protegee Pulling on the final lap to secure the final podium spot.

Back in the pack, Abbie Eaton was the race's sole retirement. There was drama too for Garcia, who spun at Turn 12 and later made contact with sixth-placed Jessica Hawkins to finish a lowly 12th.

With Marta Garcia and Eaton both unable to start Sunday's race (the Spaniard due to illness, the Briton after suffering a compression fracture in Saturday's incident), the grid was cut to 16 cars for the last bout of the season.

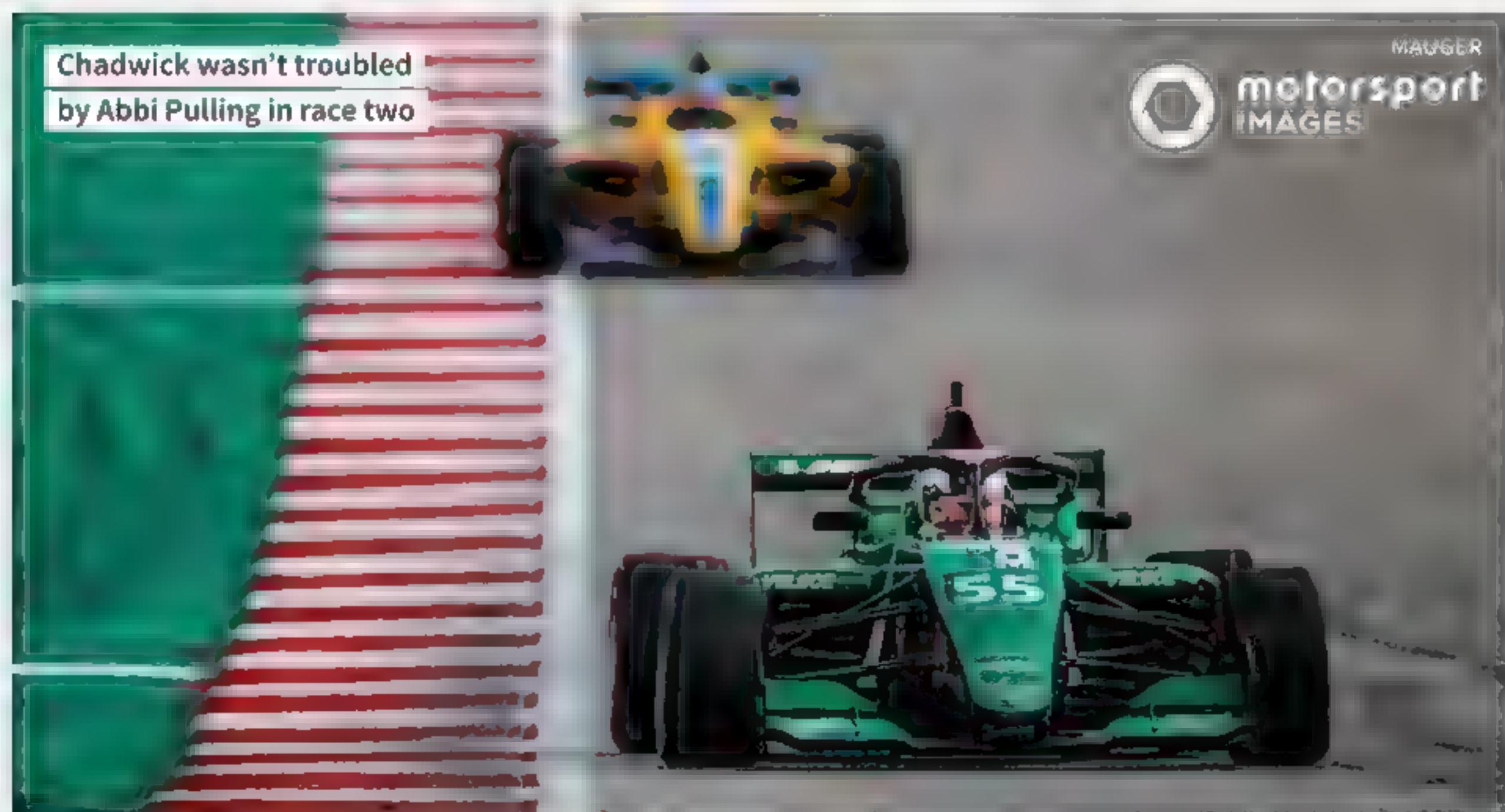
Chadwick had it sealed from the off, with a great start from pole giving her ample speed to move clear of the pack into Turn 1. From second on the grid, Pulling took her maiden podium in second, her points total putting her in seventh overall and earning her a guaranteed spot on next year's grid, while Kimilainen took third.

Kimilainen made a great start from sixth to make up three places on the opening lap, prevailing in a tussle with Beitske Visser. Moore then fought Visser for fourth, making it past the Dutch driver on lap seven after a bold but failed move at Turn 1 on the previous tour.

The eight drivers who automatically qualify for 2022 are Chadwick, Powell, Kimilainen, Nerea Marti, Moore, Fabienne Wohlwend, Pulling and Visser, along with Irina Sidorkova, who like Marti gets two guaranteed seasons courtesy of the W Series Academy.

MEGAN WHITE

Chadwick wasn't troubled by Abbi Pulling in race two

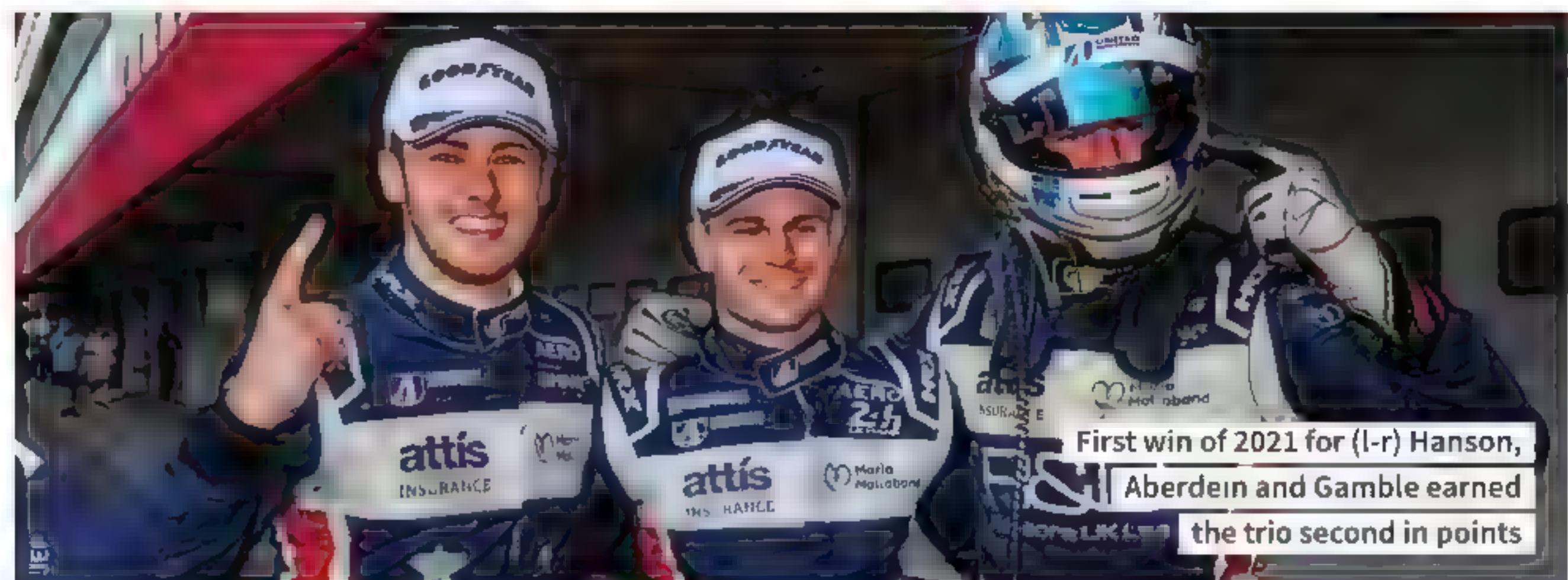


United victory earns Le Mans auto-invite

EUROPEAN LE MANS SERIES
ALGARVE CIRCUIT (PRT)
24 OCTOBER
ROUND 6/6

United Autosports claimed a first European Le Mans Series victory of the season in the Algarve circuit finale as Phil Hanson, Tom Gamble and Jonathan Aberdein shook off a middling qualifying to beat Team WRT.

With the title in the LMP2 category already claimed by the Belgian squad, the runner-up position was on the line in Portugal. A topsy-turvy race followed, interrupted by a red flag after LMP3 driver Andreas Laskaratos collided heavily with the pitwall. After the restart, United used an offset tyre strategy as Gamble's strong closing stint got the ORECA to the flag first, securing second in the standings and an



automatic Le Mans 24 Hours entry to boot.

LMP2 Pro-Am was won by Nicolas Lapierre, Alexandre Coigny and Charles Milesi for Cool Racing, a result never in doubt as Milesi bookended the race with two exceptional stints. But that wasn't enough for the title, as G-Drive Racing's John Falb and Rui Andrade took second.

Cool's best shot at a crown came in the LMP3 class, where Matt Bell, Niklas Krutten and Nicolas Maulini held a slim pre-event lead over DKR Engineering's Laurents Horr. But a puncture and a slow pitstop proved too much to overcome for Cool as Horr and Matthieu de Barbat took the flag, only for

the team to pick up a post-race penalty for broken rear bodywork. This dropped the Duqueine pair to fourth, just good enough to crown Horr, while Martin Hippe, Ugo de Wilde and Adam Eteki (Inter Europol Competition) inherited the class win.

Iron Lynx Ferrari crew Rino Mastronardi, Miguel Molina and Matteo Cressoni dominated the GTE race, seeing off a spirited start from the Proton Competition Porsche to seal the title in style.

NELSON VALKENBURG

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Crawford shines, Das's title

EUROFORMULA OPEN
BARCELONA (ESP)
23-24 OCTOBER
ROUND 8/8

Floridian Cameron Das wrapped up the Euroformula Open title in the first of three races at Barcelona, but it was fellow American, Texan Red Bull Junior Jak Crawford, who claimed two race wins.

Neither could win race one though. That fell, instead, to Cem Bolukbasi, who led from pole position to the chequered flag at the wheel of his Van Amersfoort Racing car. Motopark driver Das pursued the Turk in second place, with a temperature warning on the dash and a sluggish gearbox stressing him over the final few laps on his way to sealing the

championship. Carlin-run Enzo Trulli, son of Jarno, was third.

Texan Crawford claimed reversed-grid pole for race two and, like Motopark team-mate Das the previous day, he had his own gearbox worries as he converted that to victory. That allowed Louis Foster, who had conceded the title with fifth in race one, to zone in on that troubled gearbox, but the Brit run by Motopark sister team CryptoTower had to settle for second, with Trulli third again.

It was a 'proper' win for Crawford in the finale, again from pole, but this time set on qualifying times. Das got around Foster at Turn 1 to snatch second place and complete an American 1-2, while Foster was third and Bolukbasi held off Motopark's Christian Mansell for fourth.



WEEKEND WINNERS

W SERIES

AUSTIN (USA)
Race 1 Jamie Chadwick
Veloce Racing
Race 2 Jamie Chadwick
Veloce Racing

EUROFORMULA OPEN

BARCELONA (ESP)
Race 1 Cem Bolukbasi
Van Amersfoort Racing (Dallara-HWA)
Race 2 Jak Crawford
Motopark (Dallara Spiess)
Race 3 Jak Crawford
Motopark (Dallara-Spiess)

INTERNATIONAL GT OPEN

BARCELONA (ESP)
Race 1 Martin Kodric/Ethan Simioni
2 Seas Motorsport (Mercedes-AMG GT3)
Race 2 Nick Moss/Joe Osborne
Inception Racing (McLaren 720S GT3)

EUROPEAN LE MANS SERIES

ALGARVE CIRCUIT (PRT)
LMP2 Tom Gamble/Phil Hanson/Jonathan Aberdein
United Autosports (ORECA-Gibson 07)
LMP3 Martin Hippe/Ugo de Wilde/Adam Eteki
Inter Europol Competition (Ligier-Nissan JSP320)
GTE Matteo Cressoni/Rino Mastronardi/
Miguel Molina
Iron Lynx (Ferrari 488 GTE Evo)

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ARTA breezes to overdue first victory of 2021

SUPER GT
AUTOPOLIS (JPN)
24 OCTOBER
ROUND 6/8

ARTA Honda pair Tomoki Nojiri and Nirei Fukuzumi scored a first victory of the Super GT season in dominant style at Autopolis.

Following the team losing a near-certain win at Sugo to a pitlane-infraction penalty, Nojiri and Fukuzumi didn't put a wheel wrong to finish 28 seconds clear of the field in their NSX-GT, ending a Honda losing streak at Autopolis that dated back to 2007.

Their path to victory was eased by the polesitting Mugen Honda inexplicably losing its right-rear wheel shortly after the first of two safety-car periods, and the Nakajima Honda that subsequently inherited the lead suffering spectacular tyre drop-off later in the race. A stop-and-go penalty for the Rookie Racing Toyota GR Supra that qualified second, due to the team exceeding its allocation of two engines for the season, also aided ARTA's cause.

Another car that suffered the same



Newly crowned Super Formula champion Nojiri (in lid) embraces Fukuzumi

penalty, the Cerumo Toyota of Hiroaki Ishiura and Yuji Tachikawa, recovered to second, the veteran pairing's first podium of the season. NISMO drivers Ronnie Quintarelli and Tsugio Matsuda finished third in their Nissan GT-R as engine woes cost SARD Toyota duo Heikki Kovalainen and Yuichi Nakayama a likely podium.

Naoki Yamamoto took another step towards a third title in four years with

sixth place in the Kunimitsu Honda he shares with Tadasuke Makino. With nearest rivals Koudai Tsukakoshi and Bertrand Baguette (Real Racing Honda) finishing only eighth, it gives Yamamoto a comfortable 16-point buffer with two races remaining.

JAMIE KLEIN

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Larson delivers emotional win

NASCAR CUP
KANSAS SPEEDWAY (USA)
24 OCTOBER
ROUND 34/36

Kyle Larson picked up his ninth NASCAR Cup Series win of the season at Kansas Speedway, but this one had special meaning for all of Hendrick Motorsports.

Larson's 3.619-second win over team-mate Chase Elliott came on the anniversary of a Hendrick plane crash in 2004 that killed 10 people, including team owner Rick Hendrick's son, brother

and two nieces. Kansas Speedway was also the site of Ricky Hendrick's only NASCAR win, a Truck Series victory in 2001. Larson's #5 Chevrolet was adorned with a livery on Sunday similar to the one driven by Hendrick Jr.

Another team-mate, William Byron, was quick, as Larson acknowledged. "I thought we were a third-place car, maybe," he said. "William was really fast. I hate to see the unfortunate luck there for that team [Byron had to pit late for loose lug nuts]. Behind Elliott, Kevin Harvick claimed third, with Kurt Busch and Denny Hamlin next up.

Larson has now won the first two races of the semi-final playoffs round and is the only driver locked into the final four. It's also the second time this season he has won three consecutive races.

With only next weekend's race at Martinsville remaining before the Phoenix finale, the four drivers lowest in points without a win and in danger of missing the cut are Martin Truex Jr (Joe Gibbs Racing) and Penske trio Ryan Blaney, Brad Keselowski and Joey Logano.

JIM UTTER



WEEKEND WINNERS

SUPER GT
AUTOPOLIS (JPN)
Tomoki Nojiri/Nirei Fukuzumi
Autobacs Racing Team Aguri (Honda NSX-GT)

NASCAR CUP
KANSAS SPEEDWAY (USA)
Kyle Larson
Hendrick Motorsports (Chevrolet Camaro)

NASCAR XFINITY SERIES
KANSAS SPEEDWAY (USA)
Ty Gibbs
Joe Gibbs Racing (Toyota Supra)

BRAZILIAN STOCK CARS
VELO CINTA (BRA)
Race 1 Guilherme Salas
KTF Sports (Chevrolet Cruze)
Race 2 Thiago Camilo
Ipiranga Racing (Toyota Corolla)

EUROPEAN RALLY CHAMPIONSHIP
RALLY HUNGARY
Mads Ostberg/Torstein Eriksen
Citroen Rally Team Hungary (C3 Rally2)

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MOTOGP
MISANO (ITA)
24 OCTOBER
ROUND 16/18

It was at Misano two years ago when Marc Marquez publicly branded then-rookie Fabio Quartararo a MotoGP title contender after the Honda rider narrowly edged out the Frenchman to victory. Last weekend, as Marquez took to the top step of the podium for an “important” Emilia Romagna Grand Prix victory, Quartararo fulfilled that prophecy by clinching the MotoGP title.

While the scales may have been firmly tipped in Quartararo’s favour coming into the second Misano round of the year – he held a 52-point advantage over Ducati’s Francesco Bagnaia – the

weekend didn’t largely run to formality.

Yamaha star Quartararo needed only to outscore Bagnaia by three points to seal the deal, but tricky conditions in qualifying left him in a career-worst 15th on the grid. Bagnaia, meanwhile, scorched to a fourth successive pole.

Bagnaia, who’d won from pole in last month’s San Marino GP at the same venue, was in prime position to keep his title hopes alive. He nailed his launch off the line and settled in to lead from Ducati team-mate Jack Miller and the Honda of Marquez.

Both Ducati riders had gambled on the hard front tyre, which raised eyebrows given how cold track conditions were for the race. But it was the only front tyre both riders felt comfortable on, even if that meant their races would be a relentless push

to keep heat in the harder rubber.

On lap four of 27, a crash for Miller on the front end through the left-handed Turn 15 – the first left turn since Quercia at Turn 8 – seemed like an inevitable outcome of a tyre gamble he believes was a “masterstroke” an hour before lights out.

Miller felt that his cautious approach to Quercia earlier that lap, so as to not overtake his team-mate, ultimately scrubbed too much heat from his front. Whatever happened, Bagnaia had lost his tailgunner and was now being hounded by Marquez. At the very least, he wouldn’t have to worry about not pushing his front tyre.

Quartararo’s charge from 15th began poorly when he dropped to 17th at the first turns but, as riders ahead started to drop out and he settled into a quick rhythm, he had cracked the top 10 by the end of lap six of 27. His march continued, and on lap 19 he snatched fifth away from the Aprilia of Aleix Espargaro with a daring move on the inside of the fast Curvone right-hander.

At the front, Bagnaia’s lead over Marquez consistently hovered around the 0.2-second bracket, but the Ducati rider’s pace started to prove too much for Marquez in the closing stages. On lap 23 Bagnaia – employing a “win or gravel” approach – opened up that gap to close to a second. And then it all went wrong. Bagnaia suffered an identical crash to team-mate Miller at Turn 15 and, no matter what happened to Quartararo from this point on, the championship battle was over.



Bagnaia led for much of the race as Ducatis took tyre gamble...



A late crash for third-placed Miguel Oliveira on the KTM did briefly put Quartararo into a podium place, but he was denied three corners from home by charging Avintia Ducati rookie Enea Bastianini, who came from 16th to sensationally repeat his San Marino GP podium heroics. No matter, for Quartararo took the chequered flag as France's first MotoGP world champion, and ended a drought for Yamaha stretching back to Jorge Lorenzo's success in 2015.

Marquez, despite relishing the significance of his first win on a clockwise track in his current physical state and leading home Honda's first 1-2 ahead of Pol Espargaro since Motorland Aragon 2017, graciously ceded the spotlight to Quartararo. But he couldn't help but point out in the post-race press conference that his Misano victory was good preparation for 2022...

Johann Zarco completed France's banner day in fifth on his Pramac Ducati ahead of the Suzuki of Alex Rins and Aprilia duo Aleix Espargaro and Maverick Vinales, while Luca Marini (Avintia Ducati) headed home his brother Valentino Rossi on the Petronas SRT Yamaha rider's final Italian outing in MotoGP. Starting from last, Rossi picked his way through the chaos to 10th – "the best way to say ciao" to his adoring home fans.

Quartararo has put together a near-faultless season on the factory Yamaha. It's a far cry from how his 2020 hopes crumbled to nothing, which only goes to show just how much he's grown as a rider this year.

LEWIS DUNCAN

RESULTS ROUND 16/18, MISANO (ITA), 24 OCTOBER (27 LAPS - 70.900 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (ESP)	Honda	41m52.830s
2	Pol Espargaro (ESP)	Honda	+4.859s
3	Enea Bastianini (ITA)	Avintia Ducati	+12.013s
4	Fabio Quartararo (FRA)	Yamaha	+12.775s
5	Johann Zarco (FRA)	Pramac Ducati	+16.458s
6	Alex Rins (ESP)	Suzuki	+17.669s
7	Aleix Espargaro (ESP)	Aprilia	+18.468s
8	Maverick Vinales (ESP)	Aprilia	+18.607s
9	Luca Marini (ITA)	Avintia Ducati	+25.417s
10	Valentino Rossi (ITA)	Petronas SRT Yamaha	+27.735s
11	Brad Binder (ZAF)	KTM	+27.879s
12	Michele Pirro (ITA)	Ducati	+28.137s
13	Andrea Dovizioso (ITA)	Petronas SRT Yamaha	+41.413s
14	Franco Morbidelli (ITA)	Yamaha	+42.830s
15	Takaaki Nakagami (JPN)	LCR Honda	+1m22.462s
R	Francesco Bagnaia (ITA)	Ducati	22 laps-accident
R	Miguel Oliveira (PRT)	KTM	22 laps-accident
R	Jorge Martin (ESP)	Pramac Ducati	12 laps-accident
R	Iker Lecuona (ESP)	Tech3 KTM	10 laps-accident
R	Alex Marquez (ESP)	LCR Honda	9 laps-engine warning
R	Jack Miller (AUS)	Ducati	3 laps-accident
R	Danilo Petrucci (ITA)	Tech3 KTM	2 laps-accident
R	Joan Mir (ESP)	Suzuki	2 laps-accident
NS	Lorenzo Savadori (ITA)	Aprilia	collarbone fracture

WEEKEND WINNERS

MOTO2

MISANO (ITA)

Sam Lowes (below)
Marc VDS Racing (Kalex)

MOTO3

MISANO (ITA)

Dennis Foggia
Leopard Racing (Honda)



Winner's average speed 101.574mph. Fastest lap Bagnaia 1m32.171s, 102.562mph.

QUALIFYING 2 1 Bagnaia 1m33.045s; 2 Miller 1m33.070s; 3 Marini 1m33.130s; 4 P Espargaro 1m33.313s; 5 Oliveira 1m33.439s; 6 Morbidelli 1m33.526s; 7 M Marquez 1m33.850s; 8 Lecuona 1m33.893s; 9 Petrucci 1m34.140s; 10 Zarco 1m34.687s; 11 A Espargaro 1m34.963s; 12 Martin 2m24.631s.

QUALIFYING 1 Bagnaia 1m33.393s; Lecuona 1m34.099s; 13 Rins 1m34.418s; 14 A Marquez 1m34.454s; 15 Quartararo 1m34.476s; 16 Bastianini 1m35.236s; 17 Nakagami 1m35.641s; 18 Mir 1m35.683s; 19 Vinales 1m35.835s; 20 Binder 1m36.478s; 21 Dovizioso 1m36.639s; 22 Pirro 1m37.880s; 23 Rossi 1m38.261s.

RIDERS' CHAMPIONSHIP 1 Quartararo 267, 2 Bagnaia 202, 3 Mir 175, 4 Zarco 152; 5 Miller 149, 6 M Marquez 142; 7 Binder 136; 8 A Espargaro 113; 9 Vinales 106; 10 Oliveira 92; 11 Rins 91; 12 P Espargaro 90; 13 Bastianini 87; 14 Martin 82; 15 Nakagami 71; 16 A Marquez 54; 17 Morbidelli 42; 18 Lecuona 38; 19 Petrucci 37; 20 Marini 37; 21 Rossi 35; 22 Stefan Bradl 13; 23 Pirro 12; 24 Dani Pedrosa 6; 25 Dovizioso 6; 26 Savadori 4; 27 Tito Rabat 1; 28 Cal Crutchlow 0; 29 Garrett Gerloff 0; 30 Jake Dixon 0.

MANUFACTURERS' CHAMPIONSHIP 1 Ducati 307, 2 Yamaha 295, 3 Suzuki 207, 4 Honda 198; 5 KTM 190, 6 Aprilia 114.



NEXT REPORT

**ALGARVE CIRCUIT
11 NOVEMBER
ISSUE**

Can Marquez maintain his momentum and set himself up for a challenge upon new MotoGP champ Quartararo going into 2022?

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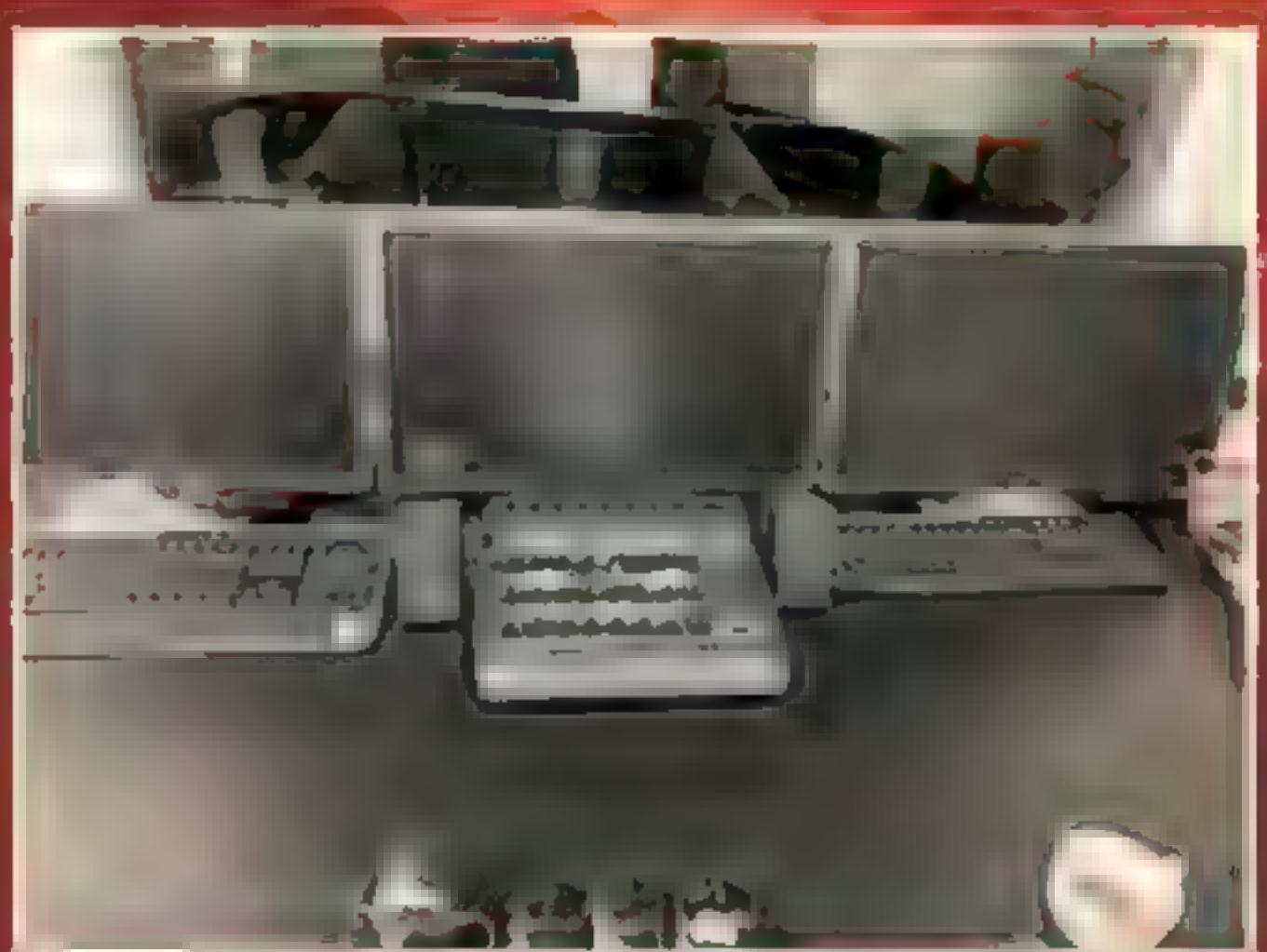
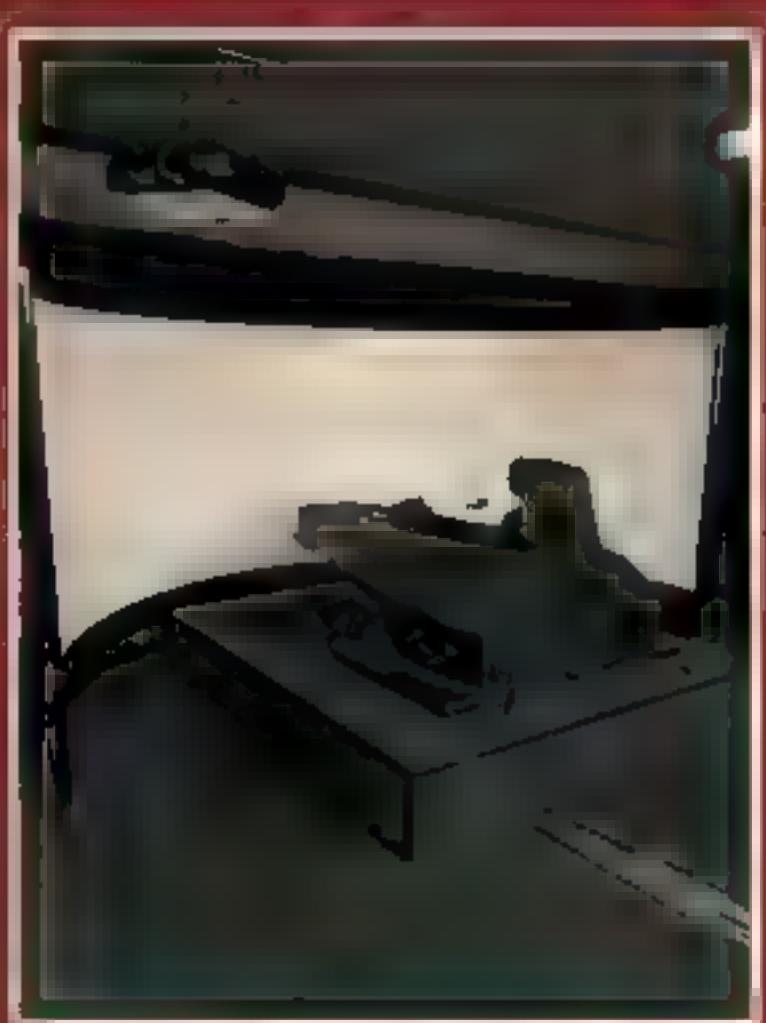
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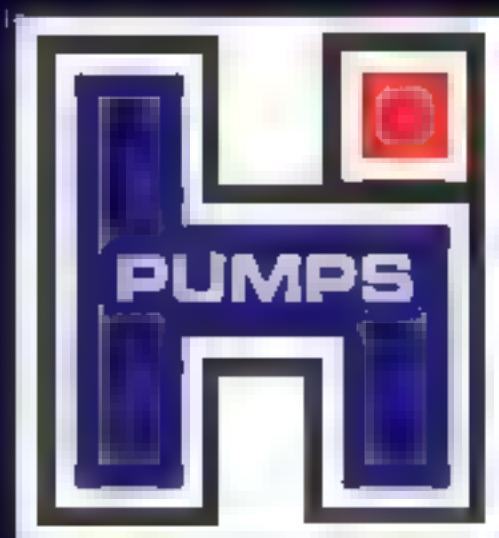
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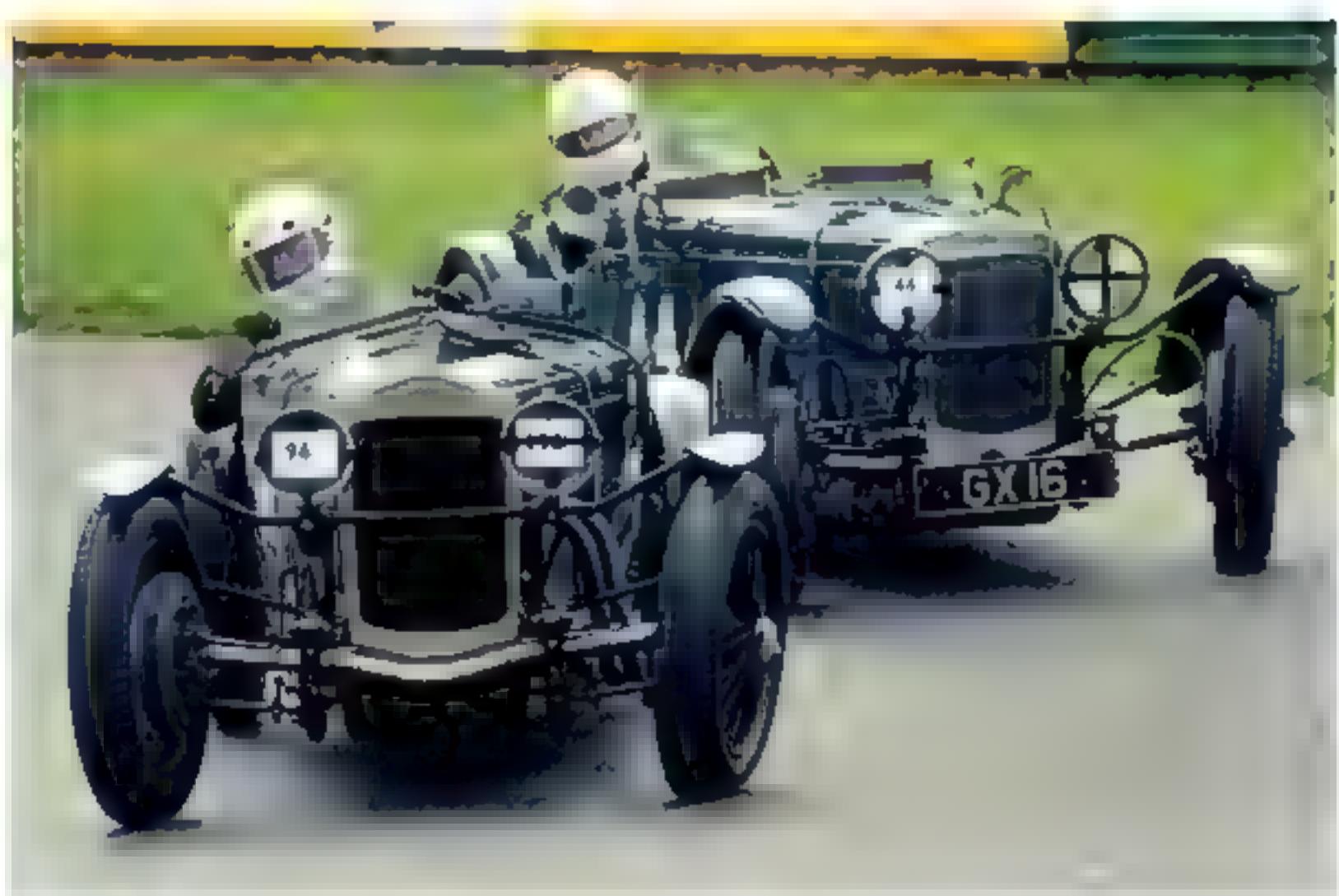
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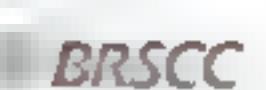
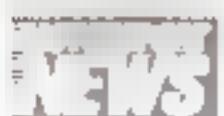
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MEMORIES FROM FORMULA FORD FESTIVAL GREATS

Ahead of this year's 50th edition of the legendary contest, we speak to those involved in some of the best events over the years

**INTERVIEWS BY ANDREW VAN KEEUWEN, MARCUS SIMMONS,
KEVIN TURNER AND GARY WATKINS**



Button (58) lured race leader Ambrose into making a mistake

MARCOS AMBROSE 1998

The Supercars champion and NASCAR race winner has a unique link to Formula Ford. The Van Diemen brand was co-founded by his father Ross, the name a nod to the family's home state of Tasmania in Australia. A fairytale Festival win in a factory Van Diemen beckoned for Ambrose in 1998, only for Jenson Button and the slightest of tactical miscalculations to intervene.

"I knew Jenson would have car speed on me. I had the lead and I was covering my lines really tightly. On that short Brands Hatch layout, you can basically hold the inside line the whole way around. It was a tense race and he was trying everything to get past, but I could check every move. I was being pig-headed, I was defending about as hard as you can defend."

"Then he did something amazing. He pulled back about three car lengths. I thought I had him. There was a lap or two to go, and I thought, 'I can get on the racing line, open the corners up and pull away from him.' But he was still sitting in my draft. I thought I'd broken it but I hadn't. And when I went that

half a car-width wider to get a better run onto the front straight, he filled that hole and hit my pod."

"Once we hit, I went through the gravel trap and into the tyre wall. He went on to win the race with a bent, but not broken, front end. He had pulled back on purpose so that I would make the mistake of taking a wider line. He baited me on that one, lured me into a false sense of security."

"When I look back, it was on me. I could have won that race. Jenson outsmarted me on the day and good for him. But I was upset at the time. There was a lot riding on it. The guy who won the Festival nearly always went on to bigger and better things. A year and a bit later Jenson was in an F1 car at the Australian Grand Prix. That's how fast it can happen if you get your breaks. Ultimately it didn't make or break my career, but at the time it was a hard pill to swallow, it felt like a gamechanger."

"I was on the losing side, but it gave me a lot of confidence that I was one of the best in the category at the time. That Festival taught me a lot about who I was and where I wanted to go as a driver."

JULIAN BAILEY 1982

Julian Bailey and Mauricio Gugelmin had 'previous' heading into the Festival. Bailey had won the Townsend Thoresen FF1600 title at the wheel of his Lola run by the late Dave Morgan, while works Van Diemen driver Gugelmin had won the RAC crown at the Snetterton finale in controversial circumstances when he took Bailey off. The Brit describes what happened at the Festival as "retribution".

"Mauricio has since told me that at Snetterton he had a special nosecone fitted, which was indestructible. I lifted slightly at Riches, he hit me and I was off – that put paid to my chances.

"I was confident going into the Festival, and I led every lap through my heat, quarter-final, semi-final and the final. I was a bit upset when he caught me, though [with three laps remaining, after Bailey had pulled out a gap while Gugelmin worked his way past Rick Morris for second]. I could see him in my mirrors, and he kept coming and coming. As it turned out, we later found there was a crack in the gearbox, and that led me to fall back towards him, but I had it all under control.

"Then I saw him coming sideways, out of control [into Clearways]. He led briefly, just about... But he clipped my left-front wheel and went into the barriers upside-down. It was the Festival, he went for it and it didn't pay off. The Lola was notoriously breakable, shall we say, and how my wheel didn't come off in the last two laps I don't know. I was worried it was going to break – the impact had almost taken it off.

"That win was instrumental in me going forward. I got a prize Formula 3 drive at Thruxton [in a Murray Taylor Racing Ralt], but I didn't get on with Ralts in general and me and Murray didn't see eye to eye, but because of that win I got BP backing for Formula Ford 2000.

"The funny thing is our rivalry continued all the way to F3000. I won at Brands [in 1987] with Mauricio second, and I got a bit more backing from Cavendish Finance. John Webb [Brands boss] was there with Ken Tyrrell and I'm sure that helped me get the F1 drive for 1988."



Festival victory gave a crucial boost to Bailey's career momentum



Boyd had worked on his start technique to help clinch victory in 2008



WAYNE BOYD 2008 & 2015

Wayne Boyd sprung to prominence with a starring performance as a 16-year-old in the 2007 Kent Festival and won the main event for Duratec cars a year later in a Jamun-run Mygale SJ08. Seven years after that, the Northern Irishman claimed another victory aboard a Kent-powered Medina Sport Van Diemen MS13K.

"Winning the Festival at 16 would have been a fairytale. The diplomatic way of describing how I felt when I was taken out of the lead by Peter Dempsey would be to say I was disappointed. I'm not sure he was very happy about being beaten by a 16-year-old! But, to go over there at the end of my first year of racing and do what I did definitely opened doors. In terms of the bigger picture, it was still a big deal."

"A year later I messed up qualifying after forgetting to put my earplugs in. I ended up fifth, which made it more interesting. I don't remember much about the heat, but I know I was third."

"My starts hadn't been strong that year, but I'd put in a bit of practice in Festival week and in my semi I got past [Rogier] de Wit away from the line and switched back to take [Chris] Maliepaard on the way up to Druids. That was it really."

"I probably made my best start of the season in the final. At the end of the first lap, I was more than a second up. Nick Percat behind me had a puncture and held everyone up. It was a joy to see the pack getting smaller in my mirrors."

"The 2015 final was similar to 2008. Stephen Daly damaged his bodywork against the back of my car on the way up to Druids on the first lap and held everyone else up. My game plan at the Festival was always to get into the lead and do a really good first lap to avoid getting involved in what's going on behind. It worked perfectly again."



DAVE COYNE 1990

A veteran of Formula Ford, Dave Coyne had claimed two FF1600 championship titles with Van Diemen in 1984. With his career stalled due to lack of finance, he led the Swift attack in the late 1980s. In 1990, he had raced a Swift in Formula Renault UK before stepping back for the Festival.

"Frank [Bradley, Swift boss] got me back in for the Festival and got an entry, although I think [Brands impresario] John Webb tried to stop it. Swift had been having a bad time money-wise, and I think that meeting actually saved them, because Frank sold Swift shortly afterwards to Brian Holmes [of Auto Windscreens]."

"John Webb basically hated me – all he ever wanted to do was put me down. I'd put two wheels over the kerb at Paddock in qualifying [allegedly under yellow flags] and I was not just at the back of the grid, but with a 10-second penalty. He was trying to rule me out of it."

"The Swift in the wet was fantastic – we had it properly set up for that weekend – but it wasn't quick enough to win in the dry. It was a bit overweight compared to the Van Diemen, and we struggled a bit in the heat and quarter-final. But the semi-final [which Coyne started from 18th on the grid] was damp. It was just one of those races that happen sometimes, and everything clicked. That was probably one of the best drives of my life looking back at it now – that's in my top three or four special wins."

"I led the final for four laps, but Van Diemen had got Niko Palhares back to try and do exactly what I was there for with Swift. He came past, and I thought I'd follow him and slipstream him and try and get away from the others. He led for three or four laps and then his car stopped [with an electrical problem]."

"Then I was hanging on until the death. I had Jean-Christophe Bouillion behind; I was always about 13 stone two when I was in Formula Ford, and he must have been nine and a half. When your engines are only 103/4bhp that's massive. I just had to put the car in the right places on the track, and I managed to hold him off and win in the dry."





DEREK DALY 1976

An enforced switch from the Hawke DL15 to the prototype DL17 paid dividends for Derek Daly at the end of a "hit and miss" season in which he started out in a Van Diemen. He dominated the Festival, winning his heat, quarter-final and semi before easing to a four-second victory in the Final.

"A weird set of circumstances came together at the Festival. About a month before, I destroyed my DL15 at the Esses at Mallory Park when the throttle stuck open. Everything was pancaked. In my mind, I was packing up and going back to Ireland.

"I was at the Hawke factory when I saw the prototype DL17 doing nothing. The DL15 had terrible understeer, so David Lazenby [the designer] had come up with the idea to push the engine six inches forward. Mike Keegan, Rupert's dad, owned Hawke, so I decided to go to his house and ask if I could use it. He was so taken aback that

I'd knocked on his door that he said yes. I put my Minister engine and gearbox in it and found some DL15 bodywork to give me something to finish the season in.

"It was pissing with rain for the Festival weekend, and the forward weight distribution of that car and some soft springs made it perfect for the conditions. And I was pretty good in the wet in those days.

"I made one mistake all weekend: coming out of Druids early in my heat, I did a 360 in front of everyone. After that, it was just execute, execute, execute all the way to the final. I remember it was getting dark, so they cut the laps from 15 to 10, but I got a great start and dominated.

"The Festival was the launch pad of my career. A year before, I was racing at Kirkistown and someone said I should ask this bloke called Derek McMahon for sponsorship. He told me, 'I need you like a hole in the head'. After the Festival, he asked to meet me and said he was going to buy me an F3 Chevron. Not much more than a year later I was in F1."

JOHNNY HERBERT 1985

The manner of Herbert's Festival victory helped propel him to Formula 1 in little more than three years. He crashed in qualifying, but second place in his semi-final put his Quest-Ivey 85FF on the outside of the front row for the final from where he dominated to take the win from Jonathan Bancroft's Van Diemen.

"The short-wheelbase Quest seemed to suit Brands, but more important was the lack of anything decent in the way of a straight. The car was a bit of an aerodynamic brick and used to give the Van Diemens a big slipstream

but, when I was behind them, I gained very little.

"The car had been very nervous at Paddock that year, but we really worked on the damping leading up to the race. That quietened the car down under braking and allowed me to carry a lot more speed through the corner and up to Druids. In testing that week I'd gone under the lap record, and suddenly everyone started talking about me as one of the favourites.

"As I started my first flying lap in qualifying, I remember looking up to Druids and telling myself to wait until a dry line appeared before

Herbert's confidence was on an upward trajectory: "I knew I was faster than everyone else"



going for it. I turned in at Paddock and around she went. I just lost concentration and ended up wrapping the car in catch fencing.

"I knew that to win the Festival, there were only five or six people I had to beat. That made coming through the field pretty easy: I knew I was faster than everyone else. My confidence was growing at that stage of my career and it continued to grow that week. In the final, Jonathan had a couple of tries for the lead, but I knew they were going to be half tries. I didn't close the door, because I knew he wasn't going to launch it up the inside. I was only thinking about the empty road ahead of me.

"I didn't realise at the time just how important it was for my career. To win the Festival in the way I did from the back had a wow factor about it."





JAN MAGNUSEN 1992

The future sportscar star came from the back of his heat aboard a Foundation Racing Van Diemen-Auriga RF92 to claim Festival victory. But it was for a pair of around-the-outside moves on the Swifts of Oliver Gavin and Neil Cunningham at Paddock in the final that his victory is remembered.

"Losing the time in qualifying was a big blow. The reason we were underweight was that we'd got the Duckhams sponsorship at the last minute and were running a new set of lighter bodywork. I didn't lose faith, especially after I came through to finish second in my heat.

"I'd like to say that I was keeping one eye on the final and didn't push too hard in the quarters and semis on Sunday, but that would make me sound cleverer than I was. It was wet with a drying line and the Swift was definitely a better car in those conditions, but it also removed one of the advantages we had in the dry. We had a way of machining the tyres to give us a bigger contact patch.

"Looking back, it needed to be dry for the final if I was going to win. Thankfully it was. I remember having a trial run with the move on the outside line at Paddock. I finished the final with a big mark on the nose. I think it was Gavin the lap before I got him for the lead.

"The reason for going the long way around is that no one expects that move. The idea is that you get so far alongside that they can't open up the corner. That's how I made it work both times. Olly came back at me on the outside of Druids and I went wide with him. We both got onto the damp part of the track and went off. Neil got past us and I had to do it all over again.

"Winning the Festival didn't really create opportunities for me the following year because I stayed with Foundation for the Formula Opel Lotus Euroseries, but it gave me a pedigree that was very important in my career."



NICK TANDY 2006-07

The future Le Mans winner was involved in the most dramatic final of the Duratec era in 2006. He won in the wet after a stunning drive through the field, then had victory taken away before getting his reward a year later.

"In 2006, the JTR Ray was working really well at Brands Indy and we were the quickest in the wet and the dry. The thing that defined the final was that the fastest semi drew pole and we'd had a safety car so I had to start on the outside of the front row. Nathan [Freke] got the pole and got in front. If we'd had pole we'd have cleared off.

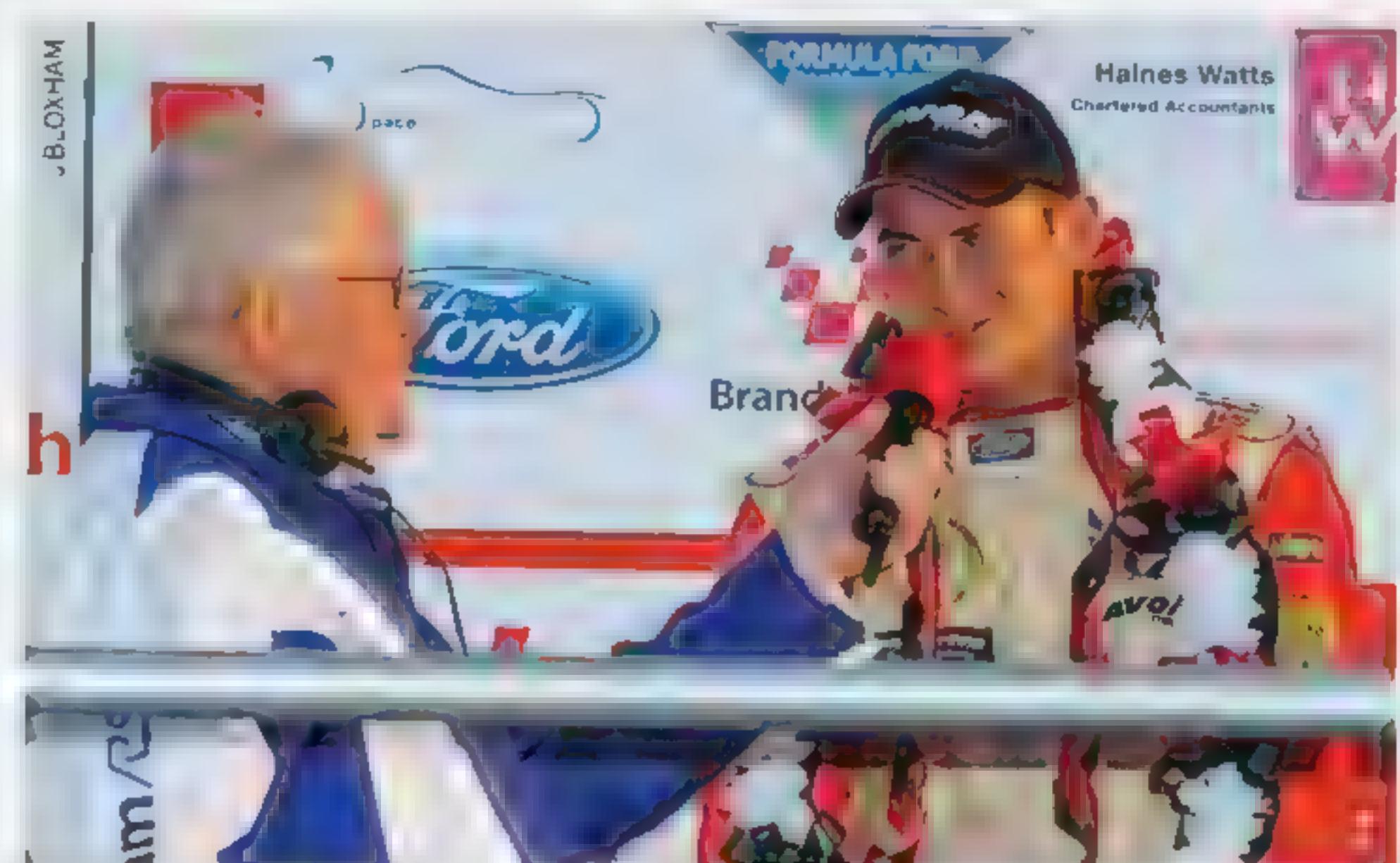
"Nathan really didn't want to let us get in front. I'll never forget it – he had to do it and I don't really blame him as it was the Festival final – but he blatantly drove me off the track at Druids. I hit the barriers and it damaged the rear toe link, so on the next couple of laps I spun because the rear was steering itself. Then I realised what was wrong and that I needed to take it a bit easier.

"I had no idea where I was or how much time was left. I made a move on Marc Murray, I think, we touched and I spun. As that happened, the safety car came out. Not knowing how much of the race was left and with cars all over the place, I thought I might be able to pass a couple of people and regain my position. As it turned out, I could have stayed where I was and still won the race. I was surprised how easy they were to pick off – we just seemed to have a pace advantage over everyone.

"It was mixed emotions. Crossing the line to win after everything that had happened was overwhelming, but then we started a discussion in the stewards' room...

"It was different in 2007. We didn't have the pace and Callum [Macleod] in the Mygale was much quicker. All he had to do was not make a mistake but behind the safety car he brake-tested me and I hit the back of his car. We both carried on, but the race director took a dim view and penalised him.

"We deserved to win in 2006 but it was taken away because of others – though I don't disagree with the penalty – and winning in 2007 was vindication for the work and effort we put in."



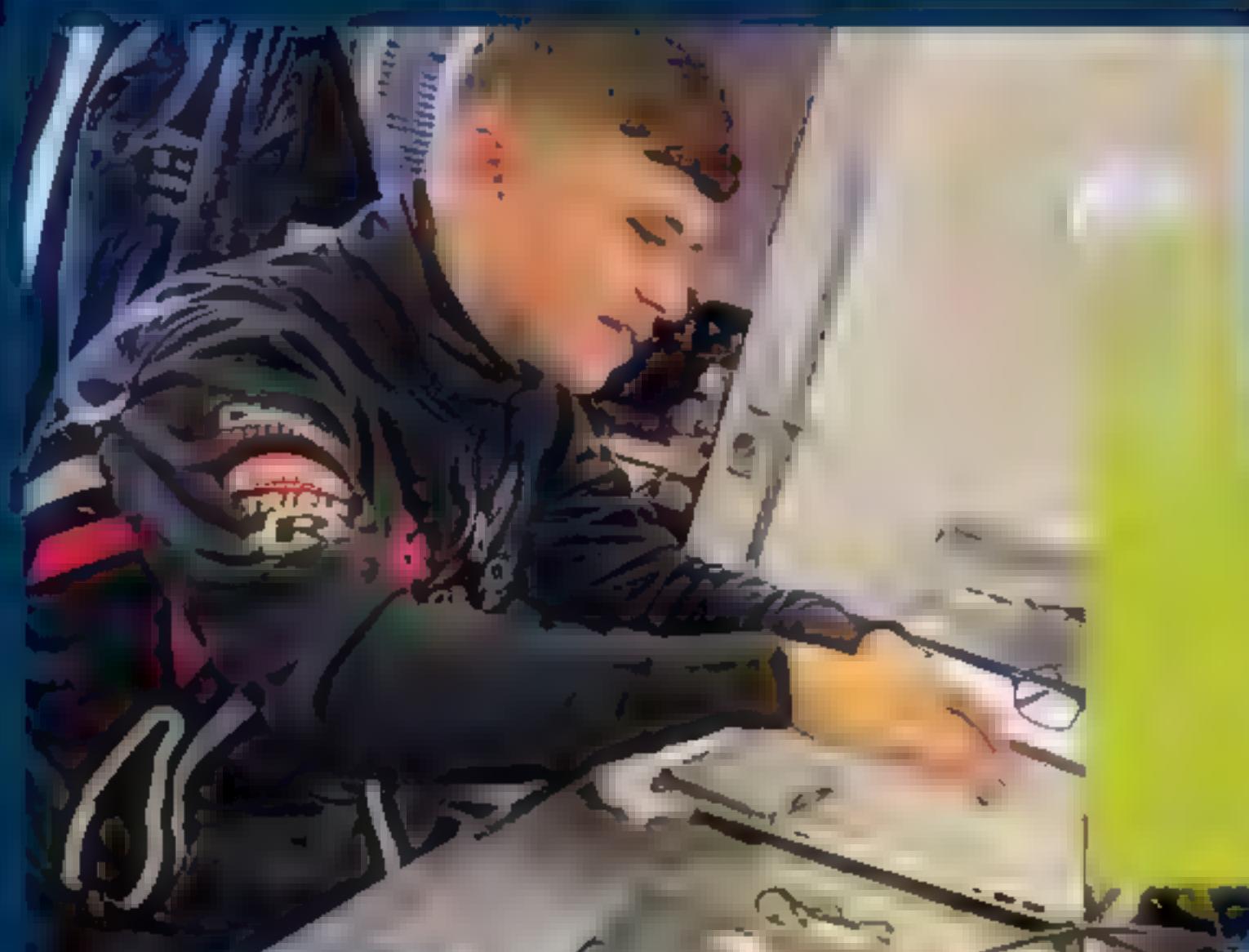
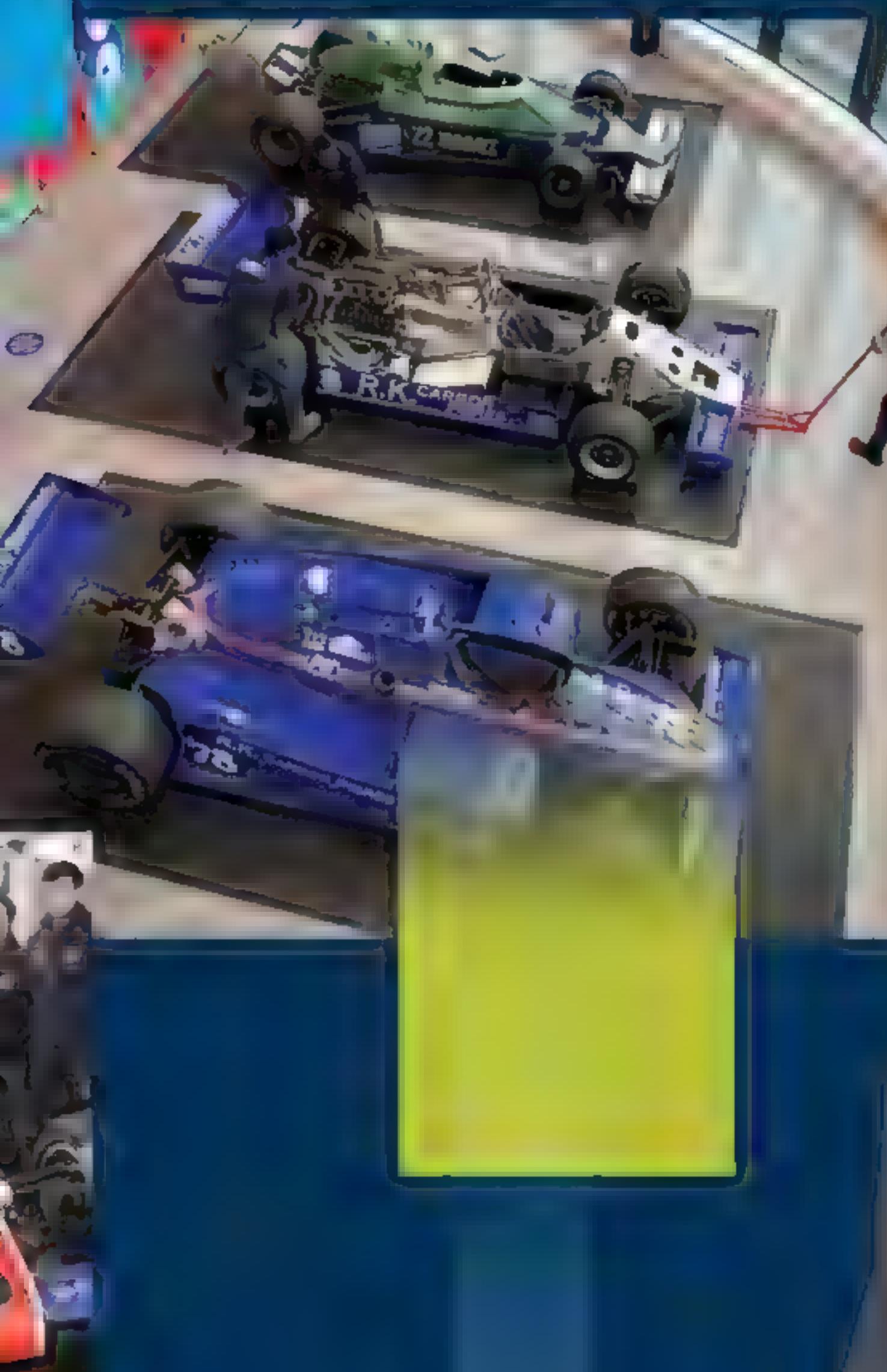
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Position





MOTORSPORTDAYS LIVE GETS BACK ON TRACK

More than 100 brands will be represented at Europe's only on-track motorsport exhibition as it returns to Silverstone next week



ith more than 100 exhibitors spanning the world of racing, MotorsportDays LIVE is the biggest shop window for national motorsport held in the UK this year.

One of the unique features of the event, being held at Silverstone on 5-6 November, is that visitors can book track time with manufacturers and championship promoters to test their cars on the Silverstone International circuit to help choose where (and, perhaps, what) to race in 2022.

This will be the third edition of the ground-breaking on-track trade show, after last year's edition was cancelled amid the coronavirus pandemic. Now backed by the resources and investment of Motorsport Network, the show aims to move up another gear in 2021 and beyond.

"Whether you are looking for your first step into the sport, reviewing your next

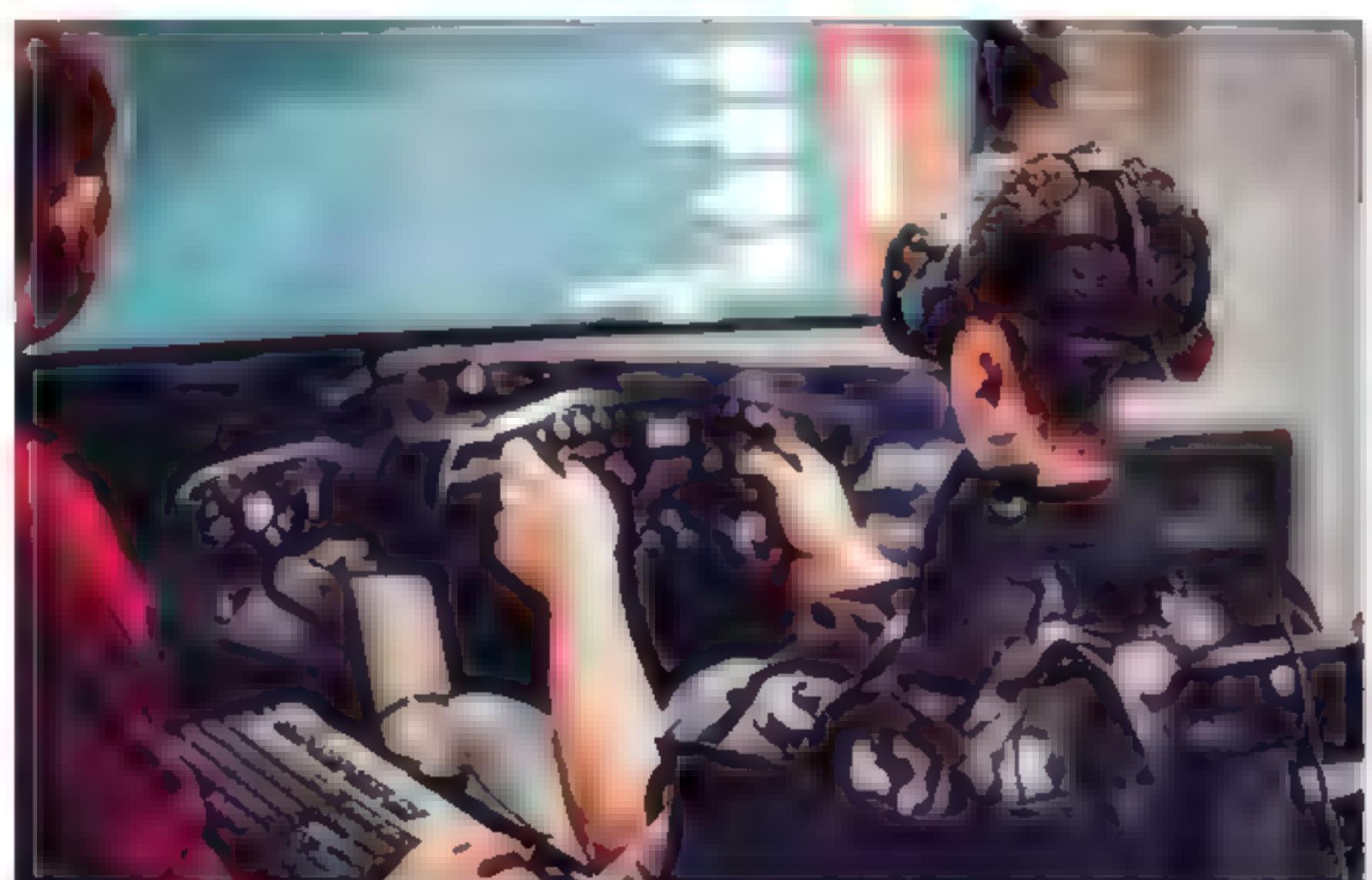
championship drive or want to network with like-minded professionals, MotorsportDays LIVE is the place to meet to prepare for your next year of racing," explains Ben Whibley, event founder and director. "As UK motorsport bounces back from lockdown, it's a brilliant opportunity to see how the sport is reshaping itself for an exciting new era. New championships will be revealed and the latest track cars will be unveiled. It's a must-visit event for licence holders and aspiring racers alike."

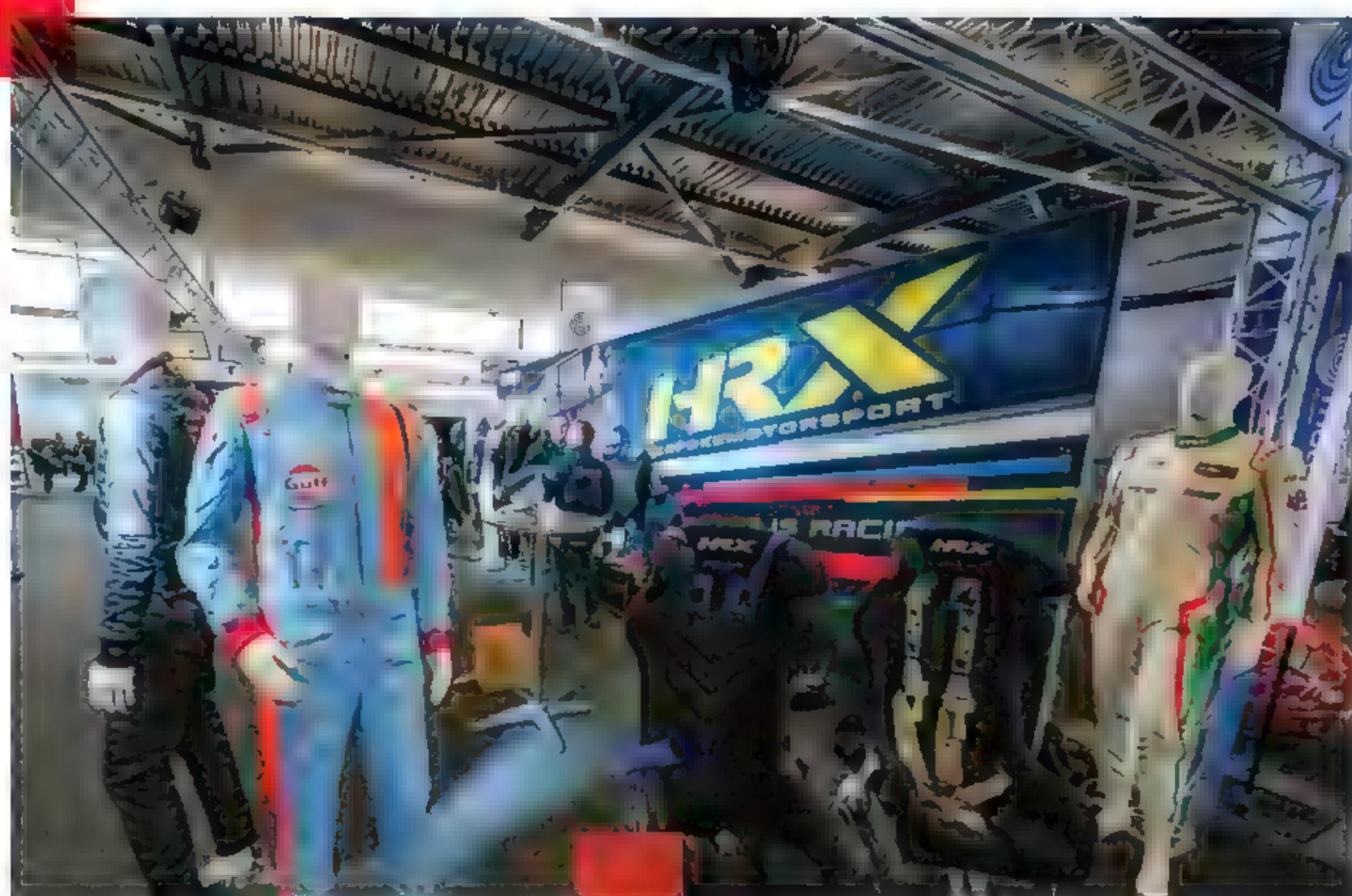
Hugh Chambers, CEO of Motorsport UK, was effusive about the previous show. "What a great innovation," he said. "The whole point about motor racing is getting out there and trying the

cars, and MotorsportDays LIVE achieves that."

That continues to be what the event is all about. For licence holders or those looking for the first step on the racing ladder, a visit to Silverstone gives the opportunity to get up close and personal with the latest models from specialist manufacturers.

The resurgence in Le Mans prototypes





through the introduction of the Hypercar category has led to a surge in interest in junior prototype racing and Praga, Radical and Revolution will all reveal their 2022 cars at MotorsportDays LIVE.

Praga Cars will launch its first one-make championship in 2022. The near-LMP3 pace R1 prototype has starred in the Britcar Endurance Championship this year and the Czech company will be revealing more about its 2022 plans at next week's event.

The Revolution A-One in both the Sports Prototype Cup and 430hp trackday evolution specification was launched at the very first MotorsportDaysLIVE event in 2018. Three years later, the category has supported two Formula 1 grands prix and the World Endurance Championship. In 2022, Revolution plans to move up a gear and will give an exclusive glimpse of its most powerful model yet at the event.

Radical has more than two decades of experience in running one-make prototype race series. Its SR1 and SR3 models are mainstays of national motorsport and the new turbocharged SR10 moves the pace up to another level. The full Radical range will be on display and available to test at Silverstone. If single-seaters are your destination,

the entry-level F1000 slicks-and-wings category will be showcased too. The 14,000rpm bike-engined screamers offer close and thrilling racing at an affordable price.

Saloon and GT racers will have the opportunity to sample the BMW and Lotus Cups, GT Cup, Britcar, Mini Se7en machines and any array of other UK championships over the Friday and Saturday at Silverstone.

For those looking to climb the ladder to touring car racing, the Mini Challenge will be offering test drives in its 275bhp JCW cars. Any driver who goes ahead and races in 2022 will get a refund of the cost of one session against their 2022 championship entry fee. As with all manufacturers, test drives should be booked directly with the company.

A perfect place to find out how you can start circuit racing is to talk to the many clubs that will be exhibiting at MotorsportDays LIVE. Together, the presence of a plethora of different organisers, such as the 750 Motor Club, British Automobile Racing Club, Classic Sports Car Club and British Racing and Sports Car Club provide an opportunity to decide between over 100 different UK championships, all under one roof at Silverstone. No other 2021 show offers racers that opportunity. ■

KEY DETAILS FOR THIS YEAR'S MOTORSPORTDAYS LIVE

THE LAYOUT

With a diverse range of cars to browse and test, MotorsportDays LIVE puts the best of British motorsport on track to help you choose where to race. The spacious Formula 1 pit garages provide a premium location to look under the skin of the new 2022 race cars.

Above the pitlane, the Silverstone Wing is a world-class exhibition and meeting space. Leading companies such as Eibach, Avon Tyres, Draper Tools, Lista, Absolute Alignment, ATL Fuel cells and Liqui Moly will be exhibiting.

There will be new launches at the show, with RaceSense revealing a new type of tyre pressure gauge that syncs to a phone app, Premier Power Engines debuting a new range of Sigma engines that are perfect for the Caterham market, and Draper using the event to launch its 2022 motorsport tools range. The MotorsportDays LIVE conference will provide a platform for motorsport thought leaders to debate on stage. It also provides a spacious venue to network with exhibitors and start shopping for the new season.

HOW TO REGISTER

It's free to attend if you register in advance at www.motorsportdays.live. Test drives should be booked directly with the exhibitor.

WHEN TO ATTEND

Friday 5 November 2021

Exhibition	0830-1700
Paddock & Track Activity	0900-1600
Conference	1000-1500

Saturday 6 November 2021

Exhibition	0830-1600
Paddock & Track Activity	0900-1600
Conference	1000-1430



MAGNUSEN AND LIND TO RETURN TO



DRIVERS TO WATCH OUT FOR AT THE FESTIVAL

NO.	DRIVER	CAR
2	Chris Middlehurst	Van Diemen LA10
25	Neil MacLennan	Medina BH20
30	Dennis Lind	Ray GR19
31	Jordan Dempsey	Van Diemen RF00
45	Rory Smith	Medina JL18
94	Oliver White	Medina Sport JL17
103	Roberto Moreno	Van Diemen RF80
122	Jonathan Browne	Ray GR18
125	Michael Moyers	Spectrum 011C
169	Jan Magnussen	Ray GR14
277	Joey Foster	Firman 2021
555	Niall Murray	Van Diemen BD21

FORMULA FORD FESTIVAL

Ex-Formula 1 driver and endurance racing stalwart Jan Magnussen will make a surprise return to the Formula Ford Festival this weekend — nearly 30 years after he took victory in the event.

The Dane, who competed in 24 grands prix for McLaren and Stewart during the 1990s, made a name for himself in junior single-seater racing by winning the 1992 edition of the Festival during its heyday at Brands Hatch.

The 48-year-old still actively races, most recently in the World Endurance Championship, but will make a shock return to the Festival after being persuaded to enter by his nephew, recently crowned British GT3 champion Dennis Lind.

"My nephew Dennis called me and said he was in contact with this team and they were trying to invite ex-winners to take part and were interested to know if I wanted to do it," said Magnussen, who will compete with Low Dempsey Racing in a Ray GR14. "It all happened a little bit fast but, man, I'm looking forward to it. It is going to be so much fun."

Magnussen will test the car on Thursday and Friday, having not driven FF1600 machinery since his win nearly three decades ago, but still looks back with happiness on the event, which will hold its 50th edition this weekend.

"Winning the Festival is one of my fondest memories, one of my best memories I have in racing, a first big

win for me," said the four-time Le Mans 24 Hours class winner, who will be joined on the grid by another ex-F1 driver — 1980 Festival winner Roberto Moreno.

"I've always been a fan of it, and with the 50th running of the race I'm just super-looking forward to it. I don't have high expectations. I'm pretty sure the guys we'll be racing against know what they are doing and I for sure won't, but I'll see if I can make life difficult for Dennis.

"My last time on treaded tyres and no wings was the Festival in 1992. If I really concentrate, I can kind of bring back the feeling of what it was like, but it's going to be so much fun with an H-pattern gearbox and heel-and-toe and all that shit."

LIND'S REALISTIC EXPECTATION

Lind, who triumphed at the Festival in 2010, will partner Magnussen at LDR behind the wheel of a Ray GR19, after being persuaded into an FF1600 comeback at the British Racing & Sports Car Club-run event in unusual circumstances.

"I think it was actually after a British GT practice or something and Peter Daly [British GT clerk of the course and BRSCC chairman] was telling me off because I'd done something wrong, and then after he said, 'By the way, are you doing the Festival?'" said Lind. "And I was like, 'Er, no. Should I?' And he said, 'Yeah, you should!'

"And then we started talking about options of how we could do it. After the British GT Championship win, the BRSCC got a little bit more serious and they put



FORMULA FORD ACTION

me in contact with one of the teams and then it happened."

Like his uncle, Lind is realistic about his prospects for outright victory, but intends to be as competitive as possible in the event, which features an entry list of more than 100 cars.

"Jan, he's a super-competitive person as well," said Lind. "I called him and said, 'We're probably not going to do very well', and he said, 'Do you know who you're talking to?' And I was like, 'Ah, yeah, of course.'

"We are in accord with the expectations and where we want to finish, but I think it's also one of these events where you're just really there for the nostalgia of it all. Of course I want to win but I'm not the type of person to say, 'I will for sure win' because I simply don't think it's realistic."

MOYERS TO MAKE FESTIVAL DEBUT

While Magnussen and Lind might not realistically be expected to challenge for outright victory, one driver who may is Michael Moyers. The two-time winner of the Walter Hayes Trophy at Silverstone will make his debut at the Festival, his first outing since last year's WHT.

Moyers will reunite with Kevin Mills Racing, the Spectrum-equipped team with which he won the WHT in 2017 and 2018, and got his first running in more than 10 months at Silverstone a couple of weeks ago.

"It's going to be the last year I compete at this level of National Formula Ford, next year I'm looking to do more historic stuff,



that's my ambition," said Moyers. "I just wanted to make sure we go out with a bang and, before I walk away, it would be good to have one crack at the Festival. I'm really excited. I'm not entering to make the numbers up, I'm going there with the ambition of winning."

Moyers will have to overcome a number of returning Festival winners if he's to take the top step on Sunday, including Rory Smith (2020), Jonathan Browne (2019), Niall Murray (2013, 2016) and Joey Foster (2003, 2017), as well as fellow WHT winners Ollie White (2020) and Jordan Dempsey (2019), making it one of the strongest line-ups in years.

Autosport understands that 1980s British F3 folk hero Ronnie Grant, who competed against future F1 stars while in his sixties, is to wave the chequered flag at the Festival. Grant, who never raced in FF1600 but did compete in FF2000, is now 96 years old.

GARY WATKINS, JAMES NEWBOLD & STEFAN MACKLEY

FRANCHITTI TO RACE IN PALL MALL CUP

MOTOR RACING LEGENDS

Four-time IndyCar champion Dario Franchitti and sportscar star brother Marino will race Gregor Fisken's Jaguar E-type at Silverstone on Sunday, in the three-hour Royal Automobile Club Pall Mall Trophy event.

Marino has raced the 1961 roadster before, but recent historic convert Dario – a Goodwood Revival RAC TT Celebration winner alongside Emanuele Pirro in 2005 – was confirmed by organiser Motor Racing Legends on Tuesday.

Also in the field are 2013 British Touring Car champion Andy Jordan (jumping between the Shelby Cobra Daytona Coupe evocations of Roy Alderslade and Michael Cullen/Paddy Shovlin), Rory Butcher in William Paul's Porsche 911, and recent Estoril enduro winners Richard Cook/Harvey Stanley (Cobra).

David Cuff, who finished runner-up to Dario Franchitti in the 1991 Formula Vauxhall Junior Championship, is also competing at Silverstone, in Saturday's Amon Cup Ford GT40 race. Last month's Spa Six Hours victors Oliver Bryant/James Cottingham are favourites, this time in Cottingham's car.

The meeting begins with a strong RAC Woodcote Trophy/Stirling Moss Trophy contest on Saturday, and features a Historic Touring Car Challenge race on Sunday.

The season-ending MRL event was a late addition to the 2020 season, with COVID-19 restrictions limiting historic overseas events. Its success means it has been extended to a two-day fixture this year.

MARCUS PYE



J BLOXHAM/MOTORSPORT IMAGES

GB4 approved to include 15-year-olds

GB4

The new-for-2022 GB4 Championship has been given approval by Motorsport UK to allow 15-year-olds to compete. MotorSport Vision's newest series was formally approved at the UK governing body's Championship Control Panel meeting last week, where the age decision was taken.

GB4 has been created as an entry point into single-seaters and will feature the first-generation Tatuus Formula 4 machine, which has been used around the world, including in Italy since 2014 and Germany since 2015. Fifteen-year-olds have been able to race in both series since their inception.

British F4 – an FIA-affiliated series and from next season due to be run by Motorsport UK – had previously been the only single-seater series in the UK allowed to include drivers under the age of 16.

"We'd always believed that 15-year-olds would be allowed to continue driving the Gen 1 cars," said MSV chief executive Jonathan Palmer. "For us, there wasn't any doubt about it but it was something that Motorsport UK wanted to look into and they wanted to wait until the



Championship Control Panel meeting for a final analysis and decision.

"The FIA has given a transition period of two years anyway for the Gen 1 cars – quite a few countries have got the Gen 2 cars, but others haven't. The Tatuus has had an exemplary safety record, never a serious injury in over six years of racing. From our side, there wasn't any doubt."

Following approval by Motorsport UK, a calendar for the 2022 GB4 season was revealed last Friday featuring 24 races across eight meetings.

The opening round will take place at Snetterton on 2-3 April, headlining the Classic Sports Car Club meeting, before the remaining rounds will be held alongside British GT and the GB3 Championship at Oulton Park, Silverstone (twice, the second time with GB3 only), Donington Park (twice), Snetterton and Brands Hatch.

Hillspeed is the only team currently to have officially committed to the new series, but Palmer has "absolutely no doubt there's going to be a very strong uptake for GB4".

STEFAN MACKLEY

Freke returns for end of GT4 Supercup's G55 era

GINETTA GT4 SUPERCUP

Successful Ginetta GT4 Supercup team boss Nathan Freke returned to the driving seat at Brands Hatch last weekend for the category's final event with the G55 as the championship's main car.

Freke was a frontrunner in the series when the G55 was introduced in 2011, finishing fourth in that year's standings.

His Century Motorsport squad has since been a mainstay of the series, which will feature the G56 from next season.

Freke himself had not raced in the category since a double win as a guest in 2013, and has only contested a handful of 24-hour enduros in recent years, admitting he was "incredibly rusty" on his comeback.

"My biggest reason for doing it was to go full circle [with the



LEP/MOTORSPORTIMAGES

series] and it was a nice swansong," said Freke, driving in place of Andy Spencer.

He registered a best result of seventh, saying he took a while to get used to not having ABS. "I was thinking or hoping top

five before the weekend," Freke added. "I could draw a laptime out of it but couldn't do that consistently. The last race I enjoyed it – I felt a little bit more happy with the car."

STEPHEN LICKORISH

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IN THE HEADLINES

BRITCAR'S STATUS BOOST

The Britcar Endurance category has been granted national championship status by governing body Motorsport UK for next season, meaning it will hold the British Endurance Championship title. The series previously had the same honour between 2011 and 2015. "We aim to retain the core values that have made Britcar a success over a considerable number of years," said series boss Claire Hedley.

COMBE'S 2022 CALENDAR

The Castle Combe Racing Club has revealed its provisional calendar of dates for 2022. Eight events are planned for next year, with a second August meeting added in place of the traditional Whitsun Bank Holiday fixture. An initial slot of 1 October for the Autumn Classic and 8 October for the finals meeting are subject to change to ensure the Classic does not clash with other major historic events.

TERRY SAYLES PASSES AWAY

Long-time national racer Terry Sayles passed away last weekend. He first began competing in the late 1980s, and raced in a wide variety of different machinery and categories, including in Sports 2000 and a Porsche 924, before progressing into single-seaters. He drove a Dallara F3000 car and moved into Historic F1, racing an Osella FA1 and Dallara F191.

FRIEND'S HISTORIC CROWN

Ben Friend and Cliffton Simmons clinched the British Historic Rally Championship last Saturday on the Carlisle Stages with a victory in their Ford Escort Mk2 (below). With former points leaders Nick Elliott and Dave Price missing the event after suffering a broken gearbox in testing, Friend and Simmons only needed to finish the final round to win the title. "It was a shame Nick wasn't here to battle with, but it's been a great day and we have just pushed on and done our own thing," said Friend.



Arksprite misses out on Birkett golden jubilee appearance

BIRKETT SIX HOUR RELAY

A damaged gear selector fork thwarted a valiant attempt by Wayne Langridge to race Brian Austin's unique Arksprite in Saturday's 750 Motor Club Birkett Six Hour Relay race at Silverstone, 50 years after John Banks and Chris Smith won the event's 20th anniversary edition at Thruxton on scratch in it, teamed with Fred Boothby (Lotus 17).

In hibernation for nine years, the semi-monocoque-chassised, Ford/Lotus twin-cam-engined Group 6 car contested the Nurburgring 500Km and Jarama 6 Hours in 1970, driven by owner Banks and future Westfield Sportscars founder Smith, and also competed in club races.

The car was designed and built by Derek Matthews, who founded Ark Racing in 1968 to prepare cars and manufacture

components, notably the starter motors for which it became an industry leader.

Matthews, Ken Hobley and Ray Concar developed the Arksprite, which was followed by a partnership in the Vogue SP4 raced by Richard Jenvey, then creation of the Arthur Hough Pressings ModSports Lotus Elan of John Evans.

Matthews's ultimate car was the Group C2 Ceekar-Ford in which Walsall bacon curer Max Payne, Chris Ashmore and David Andrews finished a remarkable third in the 1985 World Sportscar Championship's second division.

Hidden under a Reliant Kitten body and hillclimbed by Marc Cramer among others in the 1980s, the Arksprite was restored by Kentish racer Mike Scott in 2004. In recent years it has been owned by speed-eventer Austin, a lifelong acolyte of Matthews.

MARCUS PYE

Camp lands Civic title in hectic finale

CIVIC CUP

Alistair Camp secured the Civic Cup title at Snetterton last Sunday, despite some mechanical dramas in a hectic day featuring four races.

Donington Park's postponed race was set for Saturday but was again rescheduled after fading light meant it could not be restarted following a multi-car incident.

Morgan Bailey won twice, passing Rob Butler mid-race in the opener and benefiting

from Matt Luff's mistake at Wilson to win race two under pressure from Camp.

Contact between Luff and race three's reversed-grid polesitter Max Edmundson after a safety-car restart left Edmundson in the barriers; Luff rejoined well down the order but inherited the win on countback. Butler then beat Jamie Tonks to the flag in the finale after leader George Alp-Williams slowed with a technical problem.

Camp was hit by a misfire,

causing his engine to cut out in the last two races, but he was able to bring the car home for enough points to win the crown ahead of Luff and Tonks.

"It was a bit tense right up until the last race," admitted Camp, who wins a test in a TCR car for taking the title and hopes to graduate to the Touring Car Trophy – alongside Tonks, who will pilot a Cupra TCR – next year if he can raise the necessary sponsorship.

MARK PAULSON



Luhr's team eyes British GT, tests Geddies

BRITISH GT

Multiple American Le Mans Series champion and 2015 Spa 24 Hours winner Lucas Luhr is behind a new team that has tested 2011 British GT champions Jim and Glynn Geddie at Silverstone.

Luhr, who claimed three outright ALMS crowns with HPD and Audi, along with two GT class victories for Porsche and one LMP2 title, has partnered with experienced engineer Ricki Martino to form LiLaC Rennsport, a team registered in Switzerland with premises near the Nurburgring.

The pair worked together on the IronForce VLN team and set up on their own in 2020 with a view to going customer racing. They ran a Porsche 911 GT3-R for the Geddies at a Greystone trackday last week.

"We're doing a programme under the



ALMS ace Luhr's new squad ran the Geddies in a GT3 Porsche at Silverstone

LiLaC banner next year, so that's why we're going testing now," Luhr told Autosport. "The test was typical English weather, so it was half-wet, half-dry, quite windy and cold, but Jim and Glynn were both pretty happy."

Luhr says the team is prepared to be "very flexible" in its programmes, and said it would be open to contesting British GT if there was sufficient customer interest.

"I think it's a great championship," he said. "I know a couple of ex-team-mates of mine, guys like [Richard] Westbrook that

have been in it and they all love it. So if the customers say they want to do British GT with us, why not? I don't see an issue."

Luhr hasn't ruled out driving alongside customers and coaching them as well as managing the team. "I'm 42, I still have some speed in me but, with the best of the best, I'm probably lacking a couple of tenths here or there," he said. "But, for the rest, I think it's still enough as a driving point of view."

JAMES NEWBOLD



TEAM BRIT REVEALS GT4 McLAREN The McLaren 570S GT4 that Team BRIT will campaign as it steps up to British GT next season has been unveiled. The team, which aims to provide opportunities for people with a range of disabilities through motorsport, will run Bobby Trundley, who has autism, and Aaron Morgan, who was paralysed from the waist down in a motocross accident, in the McLaren. The pair have been class winners in Britcar Endurance this year in a GT4 Aston Martin. "This is a milestone moment for our team and something we have worked tirelessly to achieve," said team founder Dave Player, who added this is the next step towards his ambition of the squad competing in the Le Mans 24 Hours. Photo by Chris Overend and Solent University students

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GB4's pre-season victory

Giving the new GB4 Championship the green light to feature 15-year-olds next year opens the series up to an important group of drivers

STEFAN MACKLEY

Last week's decision by Motorsport UK to grant approval for the GB4 Championship to go ahead next season didn't come as much of a surprise – why should it? The new-for-2022 series is being run by MotorSport Vision, no stranger when it comes to operating successful single-seater categories, while the Tatuus F4-To14 chassis may be a bit long in the tooth, but it's a proven entity. And that's before delving into the finances, which promise to make it a much-needed entry-level single-seater series for those with grand aspirations without huge budgets.

Even with Motorsport UK now acting as organiser of British F4 and there potentially being a conflict of interest, GB4 was always going to be given the go-ahead. While that may have been a formality at last week's Championship Control Panel meeting, what was less assured was that the series would be given permission to run 15-year-olds by the UK governing body. MSV chief executive Jonathan Palmer has said that he and his team were confident the green light would be given, but only after spending weeks lobbying Motorsport UK on the matter.

On paper at least, there's no legitimate reason why 15-year-olds should not be allowed to continue racing the Gen 1 F4 car, which has been used in great numbers in Italy and Germany over several seasons. Its safety record in Europe has been what you would come to expect from a junior single-seater series in the 21st century –

“It shouldn't be underestimated how important a decision this is for UK single-seaters”

despite it having no halo – and the fact that the FIA has given F4 championships a two-year transition period to implement the newer chassis has given GB4 a window of opportunity.

It shouldn't be underestimated how important a decision this will be for the landscape of UK single-seaters, and in particular GB4 and British F4. For the former, having younger drivers brings the championship in line with other categories in Europe, an important selling point when trying to attract racers. It also means karters or young drivers in Ginetta Junior, for example, have a choice between two categories, one of which should be significantly cheaper and also offers a clear pathway into the GB3 Championship, with £50,000 on offer for the inaugural GB4 champion.

“I wouldn't say it was a vital aspect to have 15-year-olds, but it

was certainly a very important aspect,” says Palmer. “We're very, very pleased that it has been resolved. It was a very constructive meeting with Motorsport UK and the various committees and the Championship Control Panel members, and I think everyone can now see that GB4 is something which certainly Motorsport UK are very supportive of increasing the depth of the British single-seater landscape. They can see that GB4 can play an important role.”

Meanwhile, British F4 has lost one of its unique selling points. Since it was created in 2015, it was the only single-seater category in the UK where 15-year-olds could compete. The issue of whether youngsters should be allowed to race single-seaters at that age is a debate for another time, but the fact that there are set to be two championships on offer is massive, especially when one is expected to have budgets more than double the other, with British F4 teams quoting as much as £300,000. The FIA pathway comes at a cost.

“There are going to be an awful lot of drivers that can't raise that sort of money, certainly not to launch their single-seater careers,” adds Palmer. “We've been very careful with GB4 to make sure that we get very high-quality racing but also, through various means, making sure that the budgets can be far less than British F4 to make it more affordable for those drivers that just simply can't raise those sort of budgets.”

With the topic of 15-year-olds decided and its 2022 calendar announced, the GB4 Championship moves into the next phase of attracting teams, of which – although Palmer is confident things will pick up in the coming weeks – there is no guarantee.

Out of the current GB3 teams, only Hillspeed has committed to an entry, with Carlin and Chris Dittmann Racing having dismissed the idea of joining, the former already in British F4 while the latter squad is set to enter that series in 2022. Hitech GP and Fortec have also been announced as racing in British F4, and have not publicly made a decision on GB4, with Arden, Douglas Motorsport and Elite Motorsport yet to commit.

All of this, of course, doesn't include other teams that might want to get in on the act, with leading Formula Ford squad Kevin Mills Racing showing an interest in joining the fledgling category and others no doubt keeping an eye on the Motorsport UK decision.

Both MSV and Motorsport UK have stressed that neither GB4 nor British F4 are in direct competition with each other, and that both serve a purpose in the UK single-seater landscape. While that may be true in part, it may not be long before grids of one significantly outweigh those of the other, and low entry numbers are no good for anyone.

As Palmer says: “The ground is set for GB4 to be a very successful championship with a big uptake and provide a lot of opportunity to those that otherwise may never get into single-seater racing.”

TOCA SUPPORTS BRANDS HATCH 23-24 OCTOBER

Zelos just beats Bird after tense Mini finale

MINI CHALLENGE

It was not the most encouraging of starts to a title-deciding meeting. Points leader Dan Zelos crashed at Westfield during Friday practice, and that meant his Excelr8 Motorsport crew had a busy evening ahead of themselves. "That hurt my confidence a bit," admitted Zelos – not that you would have known it as he emerged with the crown after a dramatic finale.

He qualified down in ninth, but work to improve his car before the first race paid dividends. A storming opening tour left Zelos in fifth before a lengthy safety-car period limited his progress. He did jump Brad Hutchison on the restart, but was unable to climb higher and lost out to the guesting Bobby Thompson on the final lap.

Third place behind race-long leader Lewis Brown and Sam Weller for Zelos's key rival, team-mate Max Bird, meant the gap was narrowed at the front of the points.

And Bird flew up to the top of the table, on dropped scores, thanks to another third place in race two, with Zelos fourth and Brown again winning. Bird had briefly climbed as high as second before running wide and dropping behind Thompson, but the result gave him a boost heading into the winner-takes-all finale.

"I'm a bit overwhelmed," said Bird, after grabbing a slim three-point advantage. "There was a lot of nerves heading into the weekend and I didn't feel very well. I dropped back to third but Bobby's not scoring points [as a guest] and it's all



about points at this stage."

Predicting a champion ahead of the last encounter was impossible – and that proved to be the case throughout the race too. Both Bird and Zelos were part of a six-strong lead battle that provided plenty of entertainment.

Initially, Jack Davidson was at the front, but he was quickly reeled in by Max Coates and Zelos. The latter pair ran side by side, with Zelos bravely edging ahead into Sheene. But, while Zelos was progressing, Bird was dropping back and had fallen to the tail of the group in sixth.

Things then came to a head on lap eight of 10, with Thompson passing Davidson out of Hawthorn before Thompson then went off at Stirlings. All of the commotion left Coates leading from Davidson, Zelos and Bird – just enough for Zelos to take

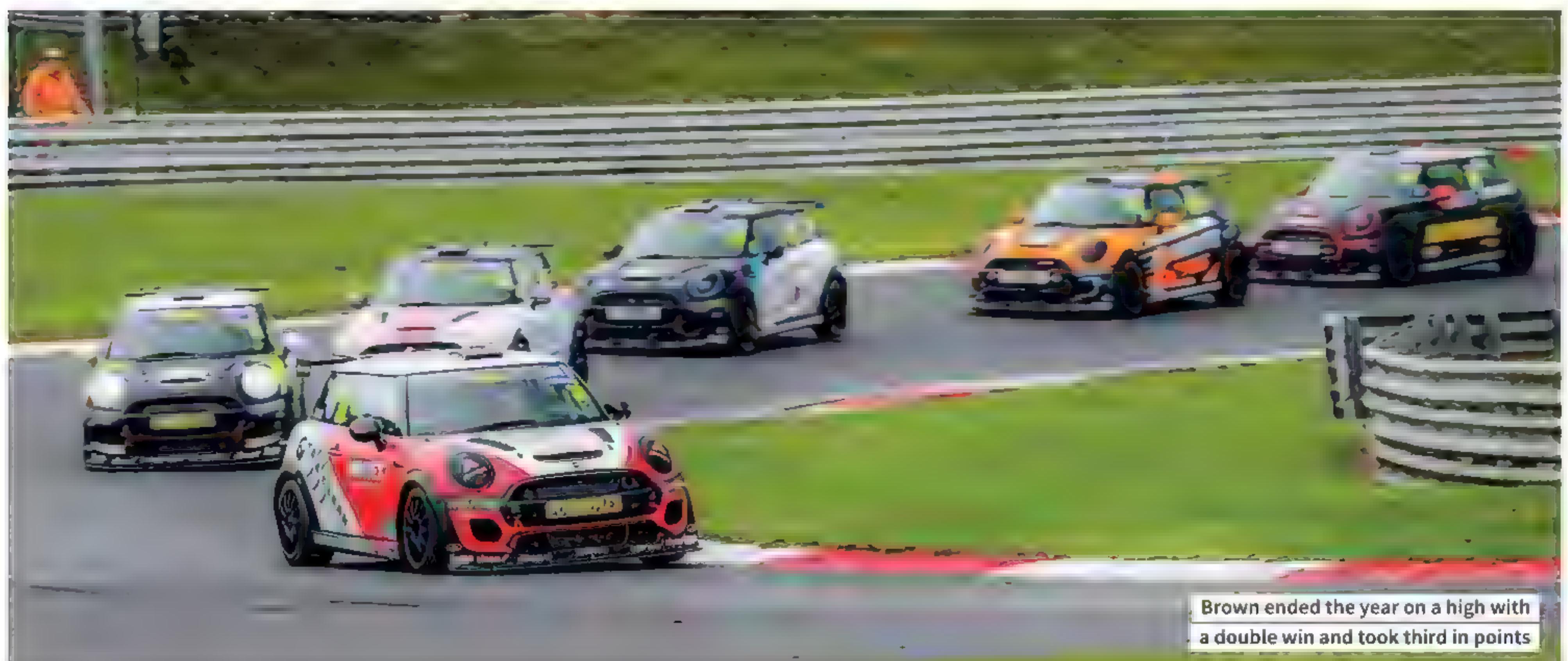
the title by the narrowest of margins.

Zelos was then given more breathing space, with Bird dropping behind Weller on the penultimate tour. While Coates won, Zelos passed Davidson for second on the drag to the line. That move cost Davidson third in the standings, on countback, to Brown, and meant Zelos emerged as champion by seven points.

"I won it with a fight and a half – it's certainly a race I will never forget," he said. "I was trying to think, 'It's just a race', but I couldn't help looking in my mirror and seeing Max there and he was there all the time!"

But that didn't matter – and neither did his concern after his practice shunt, for Zelos resisted the pressure to take a deserved crown.

STEPHEN LICKORISH



Brown ended the year on a high with a double win and took third in points

Millar scores Ginetta Junior title

GINETTA JUNIOR

Any slightly hard-of-hearing, claret-and-blue-clad West Midlands football fan would have been delighted with the proclamation that Aston Millar was champion. In reality, the newly crowned Ginetta Junior king gained just reward for a super-consistent season. Crowned in the first race, he went on to win the second too.

That aside, it was a shabby weekend for Ginetta Junior as the kids burst out of the school gates to celebrate half-term. To be fair, it wasn't entirely their fault, since the chronically lethargic Brands recovery process meant safety-car periods were far lengthier than they should be. As a result,

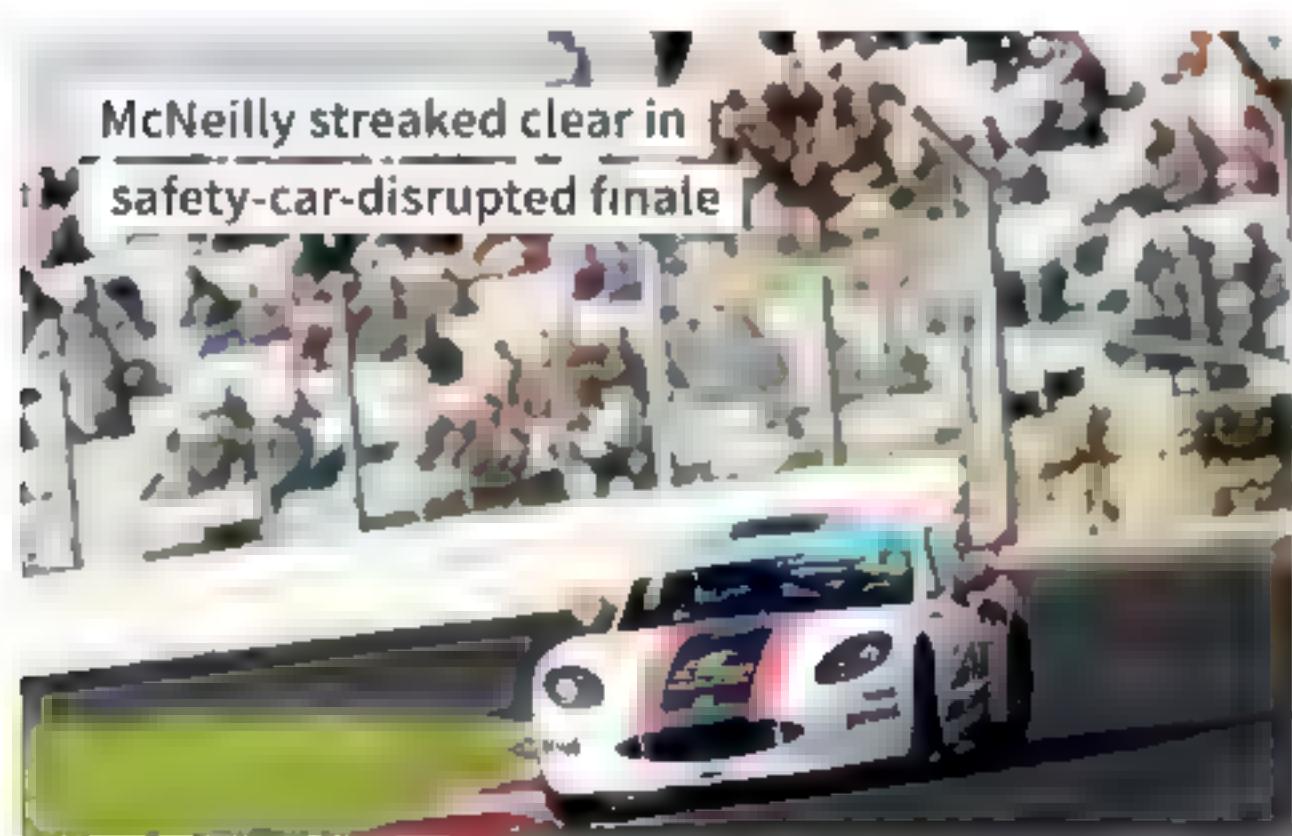


a mere 11 racing laps were completed.

Millar had just taken the lead from Robert de Haan when the opener went under the race-terminating safety car, while Liam McNeilly slipped to fifth and conceded the title. In the second, it was Millar from McNeilly before red flags stopped play.

Once Millar had slid wide at Clearways on the first lap, McNeilly built up a gargantuan lead of over eight seconds in the finale, while an enthralling war raged for second place. De Haan wriggled free, with Edward Pearson third. And then the youngsters were short-changed again: one car in the gravel took 10 minutes to remove, and that was it.

MARCUS SIMMONS



but could not seal the move and instead lost out on fourth to Smalley at Hawthorn. That was how it stayed to the flag, with Smalley securing the crown.

"When I got out the car, I was crying!" admitted a relieved Smalley, who added: "These last two weekends have been about keeping our nose clean. Massive thanks to all of my team – they've done an incredible job."

Those two races were both won in dominant fashion by two-time GT5 Challenge champion James Kellett. Tom Emson then secured his maiden win in the finale, while a hat-trick of podiums meant Josh Rattican beat Hibbert to runner-up in the points.

STEPHEN LICKORISH

Smalley joins Ginetta elite

GINETTA GT4 SUPERCUP

The Ginetta GT4 Supercup finale failed to provide a thrilling conclusion to the G55 era of the series, but that did not bother Adam Smalley one iota as he sealed the title with a race to spare.

The Elite Motorsport driver arrived at Brands Hatch with a healthy 44-point lead over Tom Hibbert, and that was extended further when Smalley headed his rival home in fifth and sixth places in a desperately uneventful opener.

Hibbert did jump ahead of Smalley at the start of race two before a caution period thwarted the Rob Boston Racing man's charge. On the restart, he ran side by side with Joe Marshall out of Surtees

but could not seal the move and instead lost out on fourth to Smalley at Hawthorn. That was how it stayed to the flag, with Smalley securing the crown.

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STEPHEN LICKORISH



WEEKEND WINNERS

MINI CHALLENGE

Race 1 (8 laps) 1 Lewis Brown; 2 Sam Weller +3.016s; 3 Max Bird; 4 Bobby Thompson; 5 Dan Zelos; 6 Kenan Dole. **Fastest lap** Brown 1m36.889s (90.41mph). **Pole** Brown. **Starters** 26. **Race 2 (11 laps)** 1 Brown; 2 Thompson +1.286s, 3 Bird; 4 Zelos; 5 Max Coates; 6 Dole. **FL** Brown 1m36.646s (90.63mph). **P** Brown. **S** 26. **Race 3 (10 laps)** 1 Coates; 2 Zelos +1.932s; 3 Jack Davidson; 4 Weller; 5 Bird; 6 Ronan Pearson. **FL** Coates 1m37.308s (90.02mph). **P** Davidson. **S** 26. **Points** 1 Zelos 694; 2 Bird 687; 3 Brown 624; 4 Davidson 624; 5 Coates 610; 6 Weller 607.

GINETTA JUNIOR

Race 1 (5 laps) 1 Aston Millar; 2 Robert de Haan +0.265s; 3 Callum Voisin; 4 Seb Hopkins; 5 Liam McNeilly; 6 Will Jenkins. **FL** James Higgins 1m49.580s (79.94mph). **P** Millar. **S** 30. **Race 2 (4 laps)** 1 Millar; 2 McNeilly +0.293s; 3 Jenkins; 4 Higgins; 5 Joe Wheeler; 6 Fergus Chalmers. **FL** Millar 2m08.132s (68.36mph). **P** Millar. **S** 30. **Race 3 (10 laps)** 1 McNeilly; 2 de Haan +0.279s; 3 Edward Pearson; 4 Jenkins; 5 Freddie Tomlinson; 6 Josh Rowledge. **FL** McNeilly 1m49.143s (80.26mph). **P** Millar. **S** 30. **Points** 1 Millar 653; 2 McNeilly 608; 3 Hopkins 516; 4 de Haan 507; 5 Jenkins 484; 6 Voisin 415.

GINETTA GT4 SUPERCUP

Race 1 (8 laps) 1 James Kellett; 2 Josh Rattican +3.604s; 3 Carlito Miracco; 4 Joe Marshall; 5 Adam Smalley; 6 Tom Hibbert. **FL** Kellett 1m30.721s (96.55mph). **P** Kellett. **S** 23. **Race 2 (17 laps)** 1 Kellett; 2 Miracco +3.254s; 3 Rattican; 4 Smalley; 5 Hibbert; 6 Tom Emson. **FL** Kellett 1m30.852s (96.41mph). **P** Kellett. **S** 23. **Race 3 (14 laps)** 1 Emson; 2 Rattican +1.553s; 3 Smalley; 4 Miracco; 5 Hibbert; 6 Luke Reade. **FL** Emson 1m31.411s (95.82mph). **P** Emson. **S** 23. **Points** 1 Smalley 628; 2 Rattican 577; 3 Hibbert 572; 4 Miracco 501; 5 James Blake-Baldwin 406; 6 Emson 403.

PORSCHE CARRERA CUP GB

Race 1 (14 laps) 1 Lorcan Hanafin; 2 Will Martin +1.946s; 3 Dan Cammish; 4 Jamie Orton; 5 Kiern Jewiss; 6 Harry King. **FL** King 1m28.106s (99.42mph). **P** King. **S** 20. **Race 2 (14 laps)** 1 Martin; 2 Orton +4.842s; 3 Cammish; 4 Jewiss; 5 King; 6 Charles Rainford. **FL** Martin 1m28.138s (99.38mph). **P** Orton. **S** 20. **Points** 1 Cammish 123; 2 Hanafin 116; 3 Jewiss 104; 4 King 94; 5 Martin 86; 6 Lewis Plato 59.

BRITISH FORMULA 4

Race 1 (14 laps) 1 McKenzy Cresswell; 2 Joseph Loake +4.993s; 3 Eduardo Coseteng; 4 Joel Granfors; 5 Matthew Rees; 6 Marcos Flack. **FL** Rees 1m27.125s (100.54mph). **P** Coseteng. **S** 17. **Race 2 (8 laps)** 1 Tasanapol Inthraphuvasak; 2 James Hedley +0.220s; 3 David Morales; 4 Oliver Gray; 5 Rees; 6 Kai Askey. **FL** Cameron McLeod 1m28.445s (99.04mph). **P** Inthraphuvasak. **S** 17. **Race 3 (14 laps)** 1 Cresswell; 2 Matias Zagazeta +1.506s; 3 Aiden Neate; 4 Rees; 5 Flack; 6 Georgi Dimitrov. **FL** Zagazeta 1m27.188s (100.47mph). **P** Cresswell. **S** 16. **Points** 1 Rees 331; 2 Zagazeta 306; 3 Cresswell 305; 4 Granfors 240; 5 Hedley 226; 6 Loake 199.

History for Cammish as he grabs third Porsche crown



PORSCHE CARRERA CUP GB

Dan Cammish was not feeling particularly upbeat about his title chances after the first Porsche Carrera Cup GB race at Brands Hatch. He was classified third but his closest rival, Lorcan Hanafin, had won and therefore narrowed the gap to Cammish to just three points.

But what was particularly troubling Cammish was his straight-line speed. "We're just slow," said Cammish, adding that his Redline Racing squad was mystified by what was causing the problem. The qualifying speed trap figures were especially telling. Despite setting the fourth-fastest time, he was slowest of all the drivers – including the Ams – at two of the four checkpoints.

And Cammish's fortunes had taken a turn for the worse in that opening race when Team Parker Racing team-

mates Harry King and Kiern Jewiss got too close for comfort.

It always looked like trouble would strike the leaders, with Jewiss, King, Hanafin and Cammish all circulating as one, King surprisingly not converting pole into an early lead when Jewiss went around the outside of him at Paddock Hill Bend at the start. Hanafin knew he needed to attack to close the deficit to Cammish, but his attempts only resulted in Cammish slipping ahead of him. The order behind Jewiss then continued to change, with King dropping back after sliding wide, before retaking Cammish out of Clearways.

But matters came to a head on what proved to be the penultimate tour when King made a wildly optimistic move at Stirlings, succeeding in nerfing Jewiss off and allowing Hanafin to pass them both. A red flag with Josh Caygill off at Paddock Hill Bend prevented any further drama.

"It was not the way I expected to win that race!" said a delighted Hanafin. "I was thinking, 'Something is going to happen here.'"

It certainly did, and King was given a five-second penalty for his part in it, which demoted him from second to sixth. That promoted Cammish to third behind Will Martin, and meant it was all to play for in the finale.

Cammish lined up second for this encounter but, instead of challenging polesitter Jamie Orton, he fell behind Martin at the start. But Hanafin was faring worse. He made a poor getaway and was left vulnerable to Jewiss, who cut across the JTR-run Porsche, making contact and damaging Hanafin's steering. "I was on the back foot from Turn 1," he said, knowing in that moment his title hopes were over. "And Dan wasn't going to do anything silly."

Worse was to come when Hanafin's spirited efforts to progress were merely rewarded by a spin at Paddock, and that settled it for Cammish. He cruised around behind Martin and Orton to take third – and his record-breaking third Carrera Cup crown.

"I made a bad start and was down to third," said Cammish. "But Jewiss was doing a fantastic job of holding people up. It could've gone one of two ways and it could've been chaos."

Fortunately for Cammish, it was all very sedate. He may have been down after race one but he certainly was not out, and the Brands Hatch weekend was another reminder of how fortunes can change.

STEPHEN LICKORISH

Winning the opener wasn't quite enough for Hanafin's bid



Rees takes title as Zagazeta spins away his bid

BRITISH F4

Heading into the Brands Hatch decider, the destination of the British Formula 4 Championship was perhaps the toughest one to call of all the titles up for grabs. Matthew Rees had a slender 12-point advantage over Matias Zagazeta going into the weekend, and when the pair could only qualify sixth and seventh – with Zagazeta ahead – for the opener, picking a winner still looked tricky.

But those expectations of a close fight over the final three races of the year had not factored in an incredibly costly error from Zagazeta in the

opening contest. Having already spun exiting Clearways in qualifying, the Peruvian then rotated again in race one at Sheene when running fourth and got stuck in the gravel. “I went a bit wide and it was dirty on the outside and I spun,” said the devastated Argenti Motorsport driver.

Suddenly, it was advantage Rees and, although he fell behind Joel Granfors late on, finishing fifth meant he was well placed to secure the title in race two.

And that’s exactly what he did. The two rivals twice switched places on the opening lap, but Rees ended it ahead. Then a lengthy safety-car period prevented Zagazeta from launching a further attack, second-placed

Aiden Neate was forced to pit with a damaged rear wing, and Rees passed Kai Askey on the two-lap restart to the finish, meaning the JHR Developments driver was sure of the crown. To compound the misery, Zagazeta fell to ninth on a difficult final tour.

“It means a lot to win,” said Rees, the single-seater rookie triumphing against drivers with much more experience. “It’s a prestigious title. We’ve had Lando Norris win and Zane Maloney, who’s been doing well in FRECA [Formula Regional European] and Luke Browning, who’s been doing well in ADAC F4, so to follow in their footsteps is an amazing achievement.”

Away from the title battle, McKenzie Cresswell took a dominant win in the opener after boldly passing polesitter Eduardo Coseteng around the outside of Paddock Hill Bend on the first lap, despite the pair touching wheels. He also triumphed in the finale – the last race of the current F4 era – while second place for Zagazeta ensured he pipped Cresswell to runner-up in the standings by a single point. In between, Tasanapol Inthraphuwasak landed his maiden victory in the disrupted reversed-grid contest, becoming the 11th different winner in a season where making predictions was always difficult.

STEPHEN LICKORISH



END OF AN ERA FOR BRITISH F4 AT BRANDS

Many eras came to an end at Brands Hatch last weekend. The event marked the final races for the Ginetta G55 as the top car in the GT4 Supercup after a decade, as well as the last meeting for the current generation of Porsche 911 GT3 Cup machine. But perhaps the most significant eras that concluded concerned British Formula 4.

It's all change for next year, with Motorsport UK taking over as organiser and Ford's 50-plus years of involvement in UK junior single-seaters coming to a close as a new halo-fitted Tatuus-Abarth chassis/engine combination replaces the current EcoBoost-powered Mygale. It also means the end of two decades as a championship promoter for RacingLine boss Sam Roach, who had overseen F4 from the beginning.

After starting out as an engineer and racing in Formula Ford, Roach worked for Ford and then Volkswagen before taking over the German manufacturer's UK motorsport activities and

launching the VW Racing Cup in 2000. Four years later, Roach and his RacingLine operation began promoting British Formula Ford, which continued as the series morphed into F4 in 2015.

Roach looks back on those two decades with fond memories and picks out two particular highlights. “We had some wonderful years with the Duratec-engined Formula Ford cars and the Formula Ford Eurocup [starting in 2011],” he recalls. “We raced together with the Benelux series and the Scandinavians and the French, and went to some great circuits. That was what Formula Ford was all about [getting the best drivers together].

“I will also always remember the launch of the F4 car at Silverstone and all the excitement at the time. We thought, ‘Was anyone going to come?’ and there was around 200 people! The excitement and energy levels were incredible.”

Above all, though, Roach says he will remember all the people he has met over the years looking after the two championships – but he did add that



he may still contest the occasional C1 Challenge race alongside his son, after entering the 24-hour enduro at Silverstone earlier this year. Roach had the honour of waving the chequered flag on the final F4 race at Brands Hatch, a fitting way to sign off on the Ford/RacingLine era.

STEPHEN LICKORISH

RAF strikes late for Birkett handicap glory

SILVERSTONE
750MC
23 OCTOBER

The Royal Air Force Motorsports team were classified only 41st out of 70 runners in Saturday's 70th anniversary Birkett Six-Hour Relay on Silverstone's Grand Prix circuit. But their pilots and technicians snuck up under the radar over the last two hours to regain the handicap prize last landed in 2011, veteran Chris Slator (Peugeot 306 GTI) again a lynchpin.

Second after an hour, behind the Ark Racing team – which lost its 1971 Thruxton Birkett-winning ArkSprite in practice, then had Derek Drinkwater's Cadillac Le Monstre evocation succumb to an oil leak, leaving only Ivor Mairs's BMW 325Ti serviceable – the RAF crew slipped to 38th by the second hour, two laps down on Triple A Racing's BMWs. Consistent driving and well-drilled pitwork underpinned the rise to first when the chequered flag fell four hours later.

Darkside Developments – the Parkin twins, Scott and Ryan, driving the fuel-efficient VW Golf Mk5 diesel and shorter-ranged Audi TT respectively – made the running mid-race. They climbed to fourth



on distance covered, best of the non-Radicals, before the Golf was stranded on the Hangar Straight, a sensor having gone.

Triple A's mixed team thus went back atop the handicap table, while fighting for fourth on scratch with Prep'n'Lay Racing's trio of BMWs, of which Bryan Bransom's orange E36 M3 flew.

The Mini Kiev's BMW Mini saloons and Clubman estate circulated outside the top six until the final hour. While they completed five more circuits than the RAF servicemen, they had fewer credit laps, but nonetheless climbed to second, a lap down in the final reckoning.

Prep'n'Lay, for which Russell Dack drove his BMW Compact (the team's slowest car) hard, snared third from the Triple As, headed out by Andrew Rath's vivid green Lotus Europa. Winners for the past two seasons, The 3 Amigos' 4.0 software upgrade fell just short of their hat-trick target. They settled for a class win, but such were handicappers Tim Moore and Colin Ayre's calculations that the top 12 were split by two laps and the top 21 by three after another intriguing marathon.

Nobody was going to catch the Radical teams for outright speed. A devastating opening stint by Simon Freeman in the

A pair of Shorts have the legs at Silverstone

SILVERSTONE
CSCC
24 OCTOBER

Morgan Short's jump from Rover 216 GTI to seven-litre Mosler-Chevrolet MT900 made Sunday's action memorable. The rising star took over the Australian import from father Martin midway through the Slicks Series opener, adapted to gearbox issues, and recorded a consummate win as all the Classic Sports Car



Club's series raced on Silverstone's Grand Prix circuit for the seasonal finale.

Almost a minute adrift, Dominic Malone (ex-Andy Priaulx BMW E90 WTCC) finished comfortably clear of Darren Fielding's E46 version, which had brushed John Saunders's 6.2-litre Ginetta-Chevrolet G50 into a spin at Stowe.

Saunders recovered, as did early second-place man Kevin Jones (Noble M12 RSR), who replaced a punctured right-front tyre. Jones scorched back to pip Saunders as they crossed the line, and on the tail of Rob Fenn/Paul Whight's Lotus Elise in fourth.

Among the Special Saloons and Modsports within the capacity field, featuring exotic Maseratis, Ferraris and a McLaren 570S GT4, Danny Morris (Spirit of RPM Peugeot 309 GTI turbo) made the running before relaying to team-mate Clive Anderson (BMW E30 twin-turbo). Sam Wilson beat them home after a stout stint in Rikki Cann's Aston Martin DBS V8.

With most of the rivals around him on

the Swinging Sixties grid also having 30-second success penalties to serve, and Jamie Boot 60s, runaway poleman Nigel Reuben was favourite for victory in his TVR Griffith. Even a spin at the entry to Club did not alter the status quo, as he finished over 25s clear of Jamie Keevill's Lotus Elan S2. Scott Gillam brought Dean Halsey's Datsun 240Z home third, ahead of Dave Roberts's sister car, which pipped the Classic K-winning Elan of Whight/Fenn.

An extra 60s stationary at the stops – accrued for previous Tin Tops wins – barely took the wind from Andrew Windmill's sails when he pitted his Honda Civic Type R Leggera from the lead. He scorched back into the fray, charged down Stuart Emmett in the younger turbo-powered Civic started by Dan Ludlow, then the Hutchins family's Civic, to finish 3.294s behind Manoj Patel, elated to have taken his first win.

Lead trio Ben Simonds, Tim Davis and Colin Watson pitted their Magnificent Sevens together after six laps and, once



only SR10 currently racing in Britain broke the chasing pack. With Charles Graham (SR3) and Alistair Smart (1340cc PR6) following on from the 425bhp, 2.3-litre Ford EcoBoost-engined car, Josh Smith's RJ Motorsport 3 with Daytona team covered 160 laps, a tour more than sister squad RJM1 for scratch victory on a dry day where the safety car was deployed only once, briefly, to retrieve the Parkin Golf.

Radical SR3 trio Mike Chen, Ash Hicklin and Chris Short never stopped chasing, despite Hicklin's car throwing its left-rear wheel dramatically at Becketts. Once repaired, it was

quickly sidelined by a leaky hose.

Third-place finisher M&M's challenge was derailed when its double-driven SR3 lost its gear-downshift facility, while RJM 2's effort was sidelined by a driver being disqualified (and his 24 laps expunged) for a series of flag infringements. Prep'n'lay's Paul Wood (BMW E46 M3) repassed Triple A's Chris Etheridge's similar car in the final dash for fourth.

The 7 Series - Midlands squad, one of very few Caterham teams this year, was a fine sixth, ahead of the Darkside team, which deserved more than a class win.

MARCUS PYE



the stops had played out, Davis was ahead of Simonds. With drizzle descending, and a bunch of cars to be retrieved, the chequered flag was shown seven minutes early. BMW M3 drivers Dave Griffin (E90) and Colin Tester (in the E46 started by Hugh Gurney) finished fifth and seventh, but atop their respective Open Series and New Millennium divisions.

Modern and Future Classics fields were unleashed behind a safety car. Mark Chilton (Nissan Skyline) led initially, before Alex Taylor slithered past, second time out in his

TVR Tuscan Challenge. Piers Maserati – the 2005 British GT champion finishing the Porsche 964 Turbo started from pole by brother Miles – grabbed second when Chilton went off at Chapel.

Tony Blake and Matt Holben (Tuscans) battled throughout, but were penalised for short pitstops. They still took third and fifth respectively, after the Maserati duo were disqualified for missing the red flag, which appeared for Colin Whitmore's beached BMW E36 M3.

MARCUS PYE

WEEKEND WINNERS

SILVERSTONE (BIRKETT RELAY)

HANDICAP 1 RAF Motorsports: Alexander Smith (Honda Integra), David Russell (BMW 325i), Si Frowen, Daniel Smith (Ford Fiestas), Chris Slator (Peugeot 306 GTI) 166 laps (131+35 credit); **2** Mini Kievs: Kevin Fulbrook, John Wyatt, Chris Williams (Mini Cooper Ss), Keith Issatt (Mini Clubman) 165 (136+29); **3** Prep'n'lay Racing Team: Russell Dack (BMW Compact), Paul Wood (BMW E46 M3), Bryan Bransom (E36 M3) 165 (144+21); **4** Triple A's Racing: Andrew Rath (Lotus Europa), Phil Knibb (SEAT Leon Cupra), Andrew Etheridge, Chris Etheridge (E46 M3) 165 (144+21); **5** The 3 Amigos 4.0: Paul Hinson, David Drinkwater, Adam Read (Compacts) 164 (131+33); **6** Army Sports Car Racing: Richard Palmer, Blair Thomson (Honda Civic Type Rs), Ben Gundry (BMW 330Ci), Douglas Inglis (Mazda MX-5), Phil England (Peugeot 206 GTI) 164 (129+35). **Class winners** Prep'n'lay: The 3 Amigos 4.0; Rogue's Troopers: Aaron Cooke, Shaun Traynor, Dan Silvester (Toyota MR2 Roadsters), Cam Walton (MR2 Mk2).

SCRATCH 1 RJ Motorsport 3 with Daytona: Simon Freeman (Radical SR10), Charles Graham (SR3), Alistair Smart (Radical PR6) 160 laps; **2** RJ Motorsport 1: Mike Chen, Ash Hicklin, Chris Short (SR3s) -1 lap; **3** M&M Racing: Matt Jones, Morgan Jones, Joe Crook (SR3s); **4** Prep'n'lay Racing Team; **5** Triple A's Racing; **6** 7 Race Series - Midlands: Paul Begley, Matthew Drew, Matthew Reeve, Lewis Tootell (Caterham 420Rs). **CW 7** Race Series - Midlands: Darkside Developments: Scott Parkin (VW Golf TDi Mk5), Ryan Parkin (Audi TT TFSI); RKC Motorsports: Ricky Coomber, David & Thomas Hutchins, Mark Simmons (Honda Civic Type Rs). **Fastest lap** Freeman 2m04.45s (108.77mph). **Pole** M&M Racing. **Starters** 70.

For full results visit: theresultslive.co.uk

SILVERSTONE (CSCC)

SLICKS SERIES/SPECIAL SALOONS & MODSPORTS/BERNIE'S V8s
Martin & Morgan Short (Mosler MT900 GT2)

SWINGING SIXTIES/CLASSIC K
Nigel Reuben (TVR Griffith)

TURBO TIN TIPS/TIN TOPS
Manoj Patel (Honda Civic Type R, below)

MAGNIFICENT SEVENS/OPEN SERIES/ NEW MILLENNIUM
Tim Davis (Caterham C400)

FUTURE CLASSICS/MODERN CLASSICS
Alex Taylor (TVR Tuscan Challenge)



For full results visit: tsl-timing.com

Grand Prix
Touring Cars
Race of the Junior
Stock Car Field
Donington



JSCC spoils shared between Hand and Caton

DONINGTON PARK
BARC
23-24 OCTOBER

Charlie Hand and Harvey Caton took a win apiece in Junior Saloons at Donington Park.

Caton held off Hand from the start of race one, before a two-lap safety car intervention preceded a five-car break at the green flag. Caton and Hand escaped in the closing laps, with Hand making the decisive move into Coppice with a lap to go, but the fight for third went to the chequered flag. Will Redford missed a gear at the Melbourne Hairpin, which allowed Ruben Hage and

Alfie Jeakins through, but Hage was jumped by both into the Esses on the last lap and had to settle for fifth as Jeakins took third.

Caton was never headed in race two, while the duel between Hage and Hand allowed top rookie Jamie Petters to catch the pair. Over the last two laps, Petters led the trio into Goddards, but ran wide each time, dropping to fourth behind Hage and Hand.

Mike Jordan took the initial lead from Jeff Smith in the first Mini Se7en race, but lost out to Connor O'Brien exiting Coppice on lap two. Jordan then battled with Spencer Wanstall, but had to settle for third.

Smith soon got ahead of early leader

Nicholas Croydon-Fowler in race two, and remained in control until the penultimate tour, as the battles raged behind. Smith then slipped down the order with a lap to go, with Jordan making the decisive move at the Old Hairpin to head home Croydon-Fowler and O'Brien. But, with the latter pair receiving false-start penalties, Smith and Joe Thompson were promoted to the podium.

Nick Crispin, Matthew Hollis and Kris Tovey battled it out for the opening laps of the first 2CV race, until David O'Keefe moved in on the action. With Crispin off at Redgate on lap four of the five, Tovey was on the grass down the Craner Curves

Rose rises highest with brace

OUTON PARK
BARC
23 OCTOBER

Paul Rose secured two more wins in the CNC Heads Sports/Saloons series at Oulton Park aboard his Saker RAPX S1-500, leaving the action behind him.

Rose led race one from Island Bend on the opening lap, while team-mate Steve Harris battled for second with brothers Jon and Paul Woolfitt plus Luke Armiger's Vauxhall Tigra. Then Jon Woolfitt's Spire dropped back with a gear-selection problem, and Paul retired his Lotus Exige with a broken exhaust. Harris was then taken out by a backmarker at Druids, bringing out the red flags and allowing Armiger to seal second from Jon Woolfitt, with Paul Dobson (Locost 7) fourth.

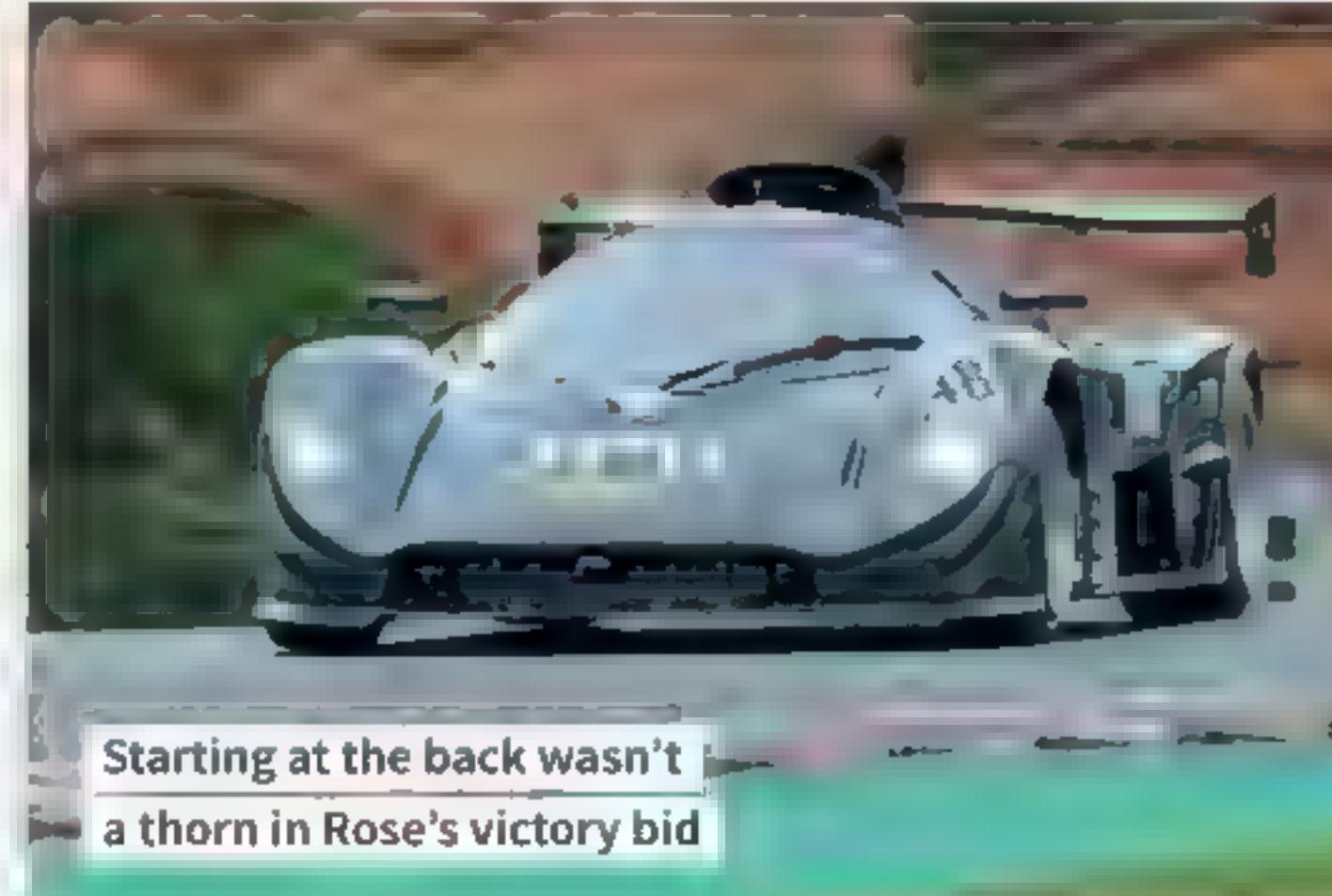
With Rose starting at the back of the grid for the second race, having only managed one qualifying lap amid gear

selector woes, Jon Woolfitt held the initial lead from Dobson and Jamie Cryer's Ginetta G20. Rose had already risen to fifth when a safety car was called and, from the green flag, he shot into second and was soon challenging Woolfitt's lead. Over Hilltop Rose was through, but Woolfitt fought back before conceding for good up Clay Hill.

Woolfitt remained second and, with Dobson pitting to retire with a power loss, Andy Bicknell (Ginetta G50) and Mark Primett (Lotus Europa) rounded off the lead quartet. Sixth and a second class win of the day for Cryer meant he retained his title.

With nearly half of the first hour of the C1 Challenge contest held behind the safety car due to various incidents, most crews took advantage by making two of their three pitstops of the four-hour event.

James Little had the lead initially for emaxmotorsport from Oliver Weston (Spencer Weston Racing) and Wilbur Tiley (Ladybird). It was well into the final hour before the true running order began to



Starting at the back wasn't a thorn in Rose's victory bid

emerge and, with 30 minutes left on the clock, it was Jake Little to the fore in the emaxmotorsport car, from team-mate Julian Daniel, Quattro Formaggio's Chris Parkes and Silverlake's Gary Prebble.

Despite finishing the race with his fuel warning light on, Little secured victory. Behind, Parkes had managed to oust Daniel for second, but both were being reeled in by Prebble. Three laps from the end, Prebble was third and closing on Parkes before making his move on the last lap, emerging from Cascades in second. Parkes and Daniel both held station to



after going side by side with O'Keeffe. As O'Keeffe secured the win, Crispin tried to recover second from Hollis, suffering a half-spin at Goddards on the last lap, but still retained third over Tovey.

Luca Proietti took charge of the second race after diving inside Tovey into Goddards on the third lap. Gary Adnitt was a close third, with Crispin a solitary fourth.

The first Mini Miglia race was cancelled after two red flags, before Endaf Owens initially fended off Rupert Deeth and Ashley Davies in race two. It became a two-lap sprint to the flag after a safety car, during which Owens took to the grass at Goddards on the last lap and Aaron Smith secured the win, from Deeth, Davies and Mike Jordan, with Owens claiming fifth.

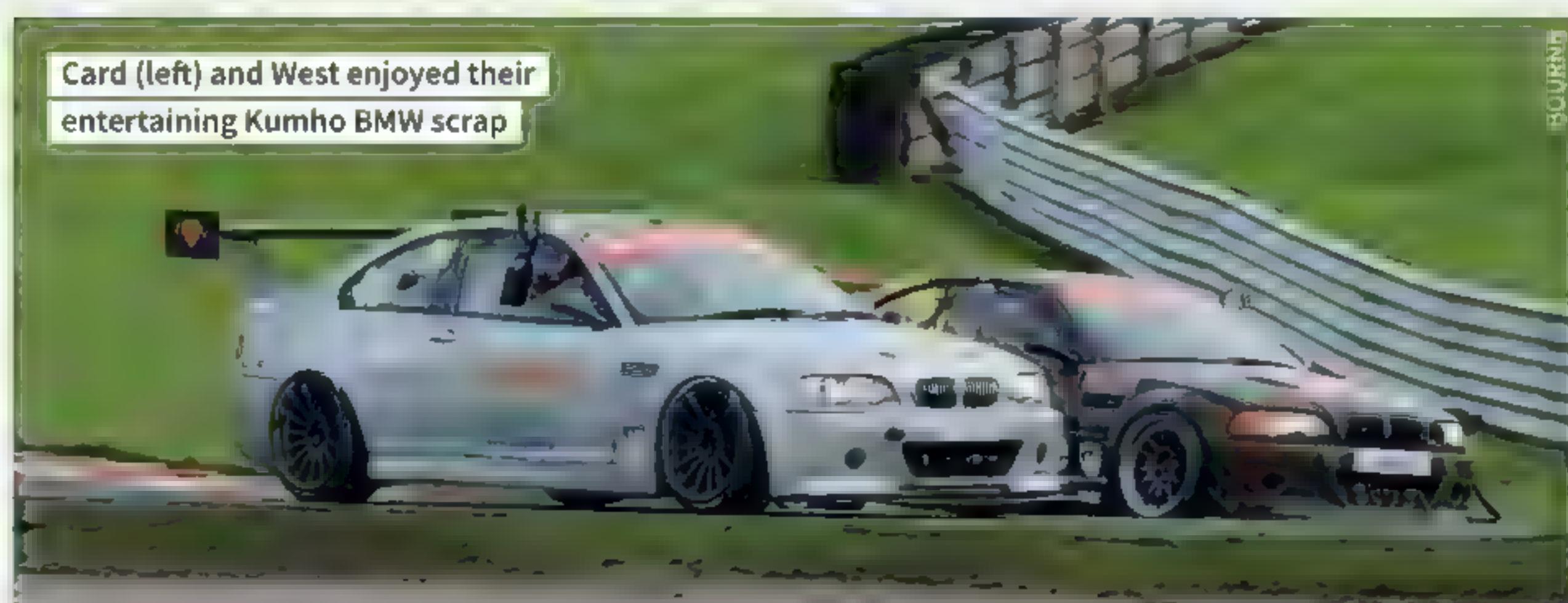
A second-half charge from Gordie Mutch gave Jimmy Broadbent's shared Praga R1 a win in the first Britcar Endurance race. Miles Lacey's Praga was second, after the

Aston Martin Vulcan of Gleb Stepanov and Stephen Tomkins dropped back. Dave Scaramanga and Will Powell were third on the road in their GT3 McLaren, but a post-race penalty dropped them to sixth and promoted Ed and Chris Bridle (Praga) to third overall, with Jonny MacGregor's Taranis therefore top Britcar class runner.

Broadbent and Mutch doubled up in race two, passing the R1T shared by Praga champion Richard Wells and team boss Tim Gray two laps from home. Chris Wesemael/Richard Morris were third in their Praga, with Scaramanga/Powell Britcar winners in fifth, handing the pair the title.

Mark Lee's Ginetta G56A won the first Britcar Trophy race by just under a minute from Richard Higgins (Porsche 996), before the BMW 1 Series of Simon Baker and Ollie Reuben just held off Axel van Nederveen's Ginetta G56A in race two.

PETER SCHERER



come home third and fourth.

James Card's E46 M3 was a double winner in Kumho BMWs, but only just. Jason West came under a brief threat from Brad Sheehan in second in the opener but, a lap from home, West had not only broken clear of Sheehan, but he had caught and passed Card. The pair exited Lodge on the last tour side by side, Card taking the flag 0.026 seconds ahead, with Sheehan within 1s.

It was considerably easier for Card in race two, heading Sheehan from the opening lap, the duo comfortably clear of West.

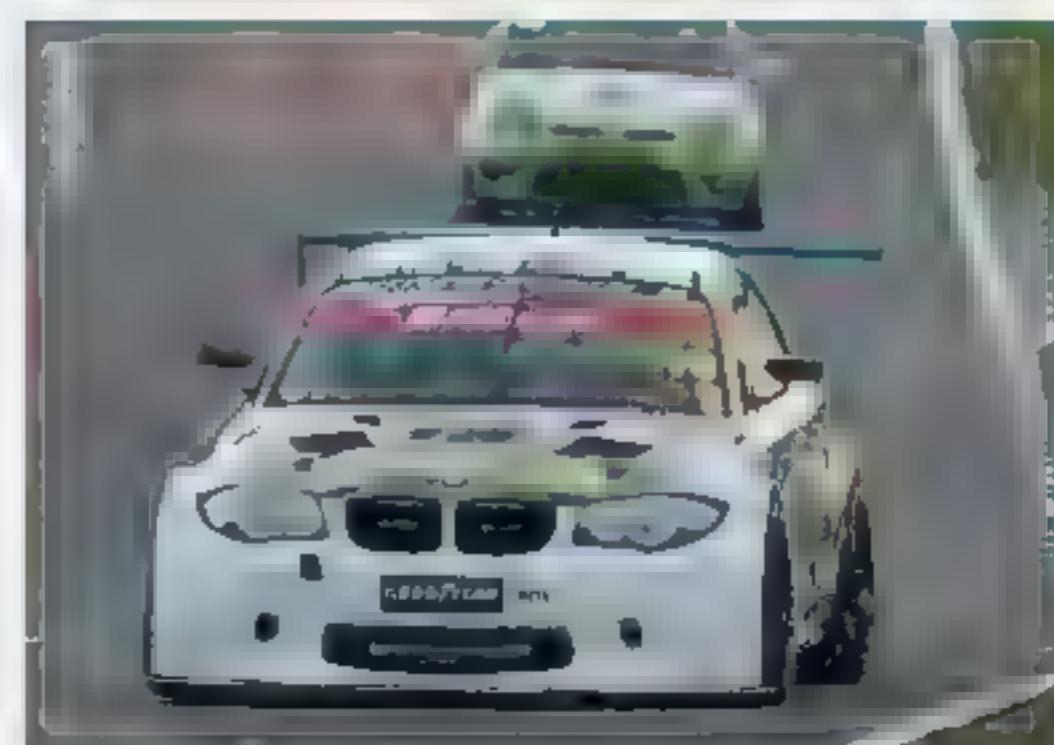
Ben Powney's Jedi had a lead of over 5s

on the opening lap of the Tiedeman Trophy race, before winning by more than 19s. Nikita Abramov (Jedi) and Lee Fern (Dallara F301) both found their way past Bryn Tootell's Van Diemen RF01 on lap three, and finished second and third.

Abramov comfortably won the restarted second race, after the Dallara F398 of Malcolm Scott and Tootell collided at Old Hall, bringing out the red flags. Terry Clark was second throughout in his Van Diemen RF01, with Steve Collier's Dallara F301 third.

PETER SCHERER

WEEKEND WINNERS



DONINGTON PARK

JUNIOR SALOONS

Race 1 Charlie Hand

Race 2 Harvey Caton

MINI SE7EN

Race 1 Connor O'Brien

Race 2 Mike Jordan

2CVs

Race 1 David O'Keeffe

Race 2 Luca Proietti

MINI MIGLIA

Aaron Smith

BRITCAR ENDURANCE/PRAGA

Races 1 & 2 Jimmy Broadbent/Gordie Mutch (Praga R1)

BRITCAR TROPHY

Race 1 Mark Lee (Ginetta G56A)

Race 2 Simon Baker/Ollie Reuben (BMW 1 Series, above)

SPORTS PROTOTYPE CUP

Race 1 Ross Kaiser (Revolution A-One Evo)

Race 2 Richard Webb (Revolution A-One Evo)

BRITISH SUPERKARTS

Races 1 & 2 Sam Moss (Anderson/VM)

Race 3 Lee Harpham (MS Kart/Harvey VM)

OULTON PARK

CNC HEADS SPORTS/SALOONS

Races 1 & 2 Paul Rose (Saker RAPX 51-500)

C1 CHALLENGE

Emaxmotorsport

(James Little/Jake Little, below)

KUMHO BRITKA

Races 1 & 2 James Card (E46 M3)

TIEDEMAN TROPHY

Race 1 Ben Powney (Jedi)

Race 2 Nikita Abramov (Jedi)



For full results visit: tsl-timing.com

Smith bounces back from crash to land Fiesta title glory

CADWELL PARK
BRSCC
23-24 OCTOBER

Rob Smith would have hoped his Fiesta Championship success would have been a little simpler than it turned out on the British Racing & Sports Car Club's finals weekend at Cadwell Park.

Fluid on the track at Chris Curve in the opening laps of the first race on Saturday caused Smith and several others to slide into the tyre barriers, but a patched-up car allowed him to restart from the pitlane to finish 12th, as Luke Pinder took the win. With Jamsport racer Smith sixth in the second race while main rivals

Pinder and Alastair Kellett secured a 1-2, it left the top three separated by just nine points ahead of the finale. Kellett's exit on the first start, coupled with Pinder's inability to get past Smith's team boss Jamie Going on the restart, gave Smith his second race win and the title.

Despite an accident in the final race, Ethan Rogers ensured that he finished as the highest-placed ST150 class driver in the points after he topped the division both times in the first two encounters.

Jenson Brickley was also a Ford-based champion in Fiesta Junior, bagging third and second in the final two races as season-long rival Deagen Fairclough scored a pair of wins to complete an impressive debut campaign. James Wallis secured runner-up in the championship with a pair of podiums.

Caterham Motorsport had four categories in action to finish its season, with Stephen Nuttall making history with his Caterham Seven Championship UK title win, claiming two victories either side of a dominant Henry Heaton triumph to become the first driver to win each of Caterham's five factory-supported series in his career. Despite a smaller field than usual, the six-car grid put on a superb display of close action across all three races.

Lewis Thompson's domination of the



Caterham 310R season, despite missing the opening rounds, was completed with a final brace of wins, managing to pull gaps in both to comfortably take the flag each time. Over in the Caterham 270R ranks, Blair McConachie only needed 16th in the first race to seal the title, and second behind double race winner Stephen Lyall was more than enough to do so.

With the Caterham Roadsport title already wrapped up, the dice for second was the main focus between Tom Cockerill, Hugo Bush and Domenique Mannsperger.



Fiestas entertain with a Kirkistown dead heat

KIRKISTOWN
500MRCI
23 OCTOBER

It seemed inconceivable. A Kirkistown event without Formula Ford 1600 playing a major role has hardly occurred since 1969 but, last Saturday, with all the leading FF1600 people preparing for their annual pilgrimage to Brands Hatch a week later, that's what happened.

This gave the Fiestas – described by one

observer as "Formula Ford in tins" – a chance to step up to the plate, which they did in style with two superb races that reduced the commentators to speaking fluent gibberish by the end. What's more, they did so without any serious contact!

Race one started gently enough with series leader Mark Stewart getting the drop on the pack away from the line, but he was soon joined by a very on-form Michael Graham, who took several laps to bridge the gap to Stewart before slicing past into what

turned out to be a hotly contested lead. The pair swapped places for the rest of the race, travelling side by side more often than not as they battled onwards, with Neville Anderson heading the pursuit.

A couple of laps from the end, Graham took the lead for the final time at the Hairpin, and held it to the flag with Stewart a car length in arrears. Unfortunately for Graham, he had failed to notice a yellow flag caused when Roy Smyth ran over a tyre – not a serious problem but for the fact that it was attached to a crash barrier at the time – which earned Graham a 10-second penalty, giving the win back to Stewart.

The top six grid positions were reversed for race two, which put Megan Campbell on pole, and she made good use of this to head the train for several laps. But Stewart, Graham, Anderson, Colm Barrable and German visitor Timon Dohnke had other ideas and descended on her like a pack of wolves, taking time only to fight among themselves. All of them led at one time or another, and kept this up for the next 10 laps before the chequered flag put an end to





A win in the finale sealed Smith the crown after tricky start to the event

While it was advantage Cockerill with a win on Saturday, a snapped gear lever in race two ended his chances, handing the championship podium places to race winner Bush and Mannsperger.

An additional non-championship Caterham Roadsport 2022 Challenge Trophy race took place on Sunday for drivers from this season's Academy who had chosen to upgrade their cars early. Green Group racers Geoff Newman and Freddie Chiddicks reignited their rivalry, with the pair swapping the lead several

times before Newman came out on top.

There was also further history made as the first ever CityCar Cup champion was crowned after Nic Grindrod rounded off his near domination of the series with second place behind first-time winner Andrew Dyer on Saturday, before taking another victory on Sunday. Dyer's chances of doubling up in race two were scuppered when an ABS glitch for Stuart Bliss left the pair making contact at the Hairpin, putting both out.

SCOTT WOODWISS



Stewart's path to one and a half Fiesta victories was dramatic

the fun – and gave race control a headache. Graham and Stewart couldn't be separated and were eventually declared joint winners, with Dan Keelan, Barrable, Campbell and Dohnke next in line. Anderson dropped out when his gear lever did the same thing at an inopportune moment.

Not to be outdone, a small field of Ginetta Juniors also entertained, with two wins for Se Og Martin, the first from Sean McGovern, who fought back after an earlier delay, the second from Ben McFall, who squabbled with McGovern throughout.

Gerard O'Connell's SHP Ford Escort

romped away from the rest to score two more wins in the Saloons and GT contests, while saloon honours were shared by Dan Keelan (Fiesta ST) and Donal O'Neill (SEAT Cupra). The concurrent Mazda MX-5 races both went to Gregory McMillan.

Meanwhile, a much-enlarged Roadsports field was topped by John Benson's Crossle in race one, and Niall Fitzsimmons's Radical in race two. Entertaining scraps among the one-litre Class B brigade went the way of David Mutch (GMS Honda) and Paul Thompson (Stryker Honda).

RICHARD YOUNG

WEEKEND WINNERS



CADWELL PARK
FIESTA CHAMPIONSHIP
Races 1 & 2 Luke Pinder
Race 3 Rob Smith

FIESTA JUNIORS
Races 1 & 2 Deagen Fairclough

CATERHAM SEVEN UK
Races 1 & 3 Stephen Nuttall
Race 2 Henry Heaton

CATERHAM 310R
Races 1 & 2 Lewis Thompson

CATERHAM 270R
Races 1 & 2 Stephen Lyall

CATERHAM ROADSPORT
Race 1 Tom Cockerill
Race 2 Hugo Bush

CATERHAM ROADSPORT
2022 CHALLENGE TROPHY
Geoff Newman

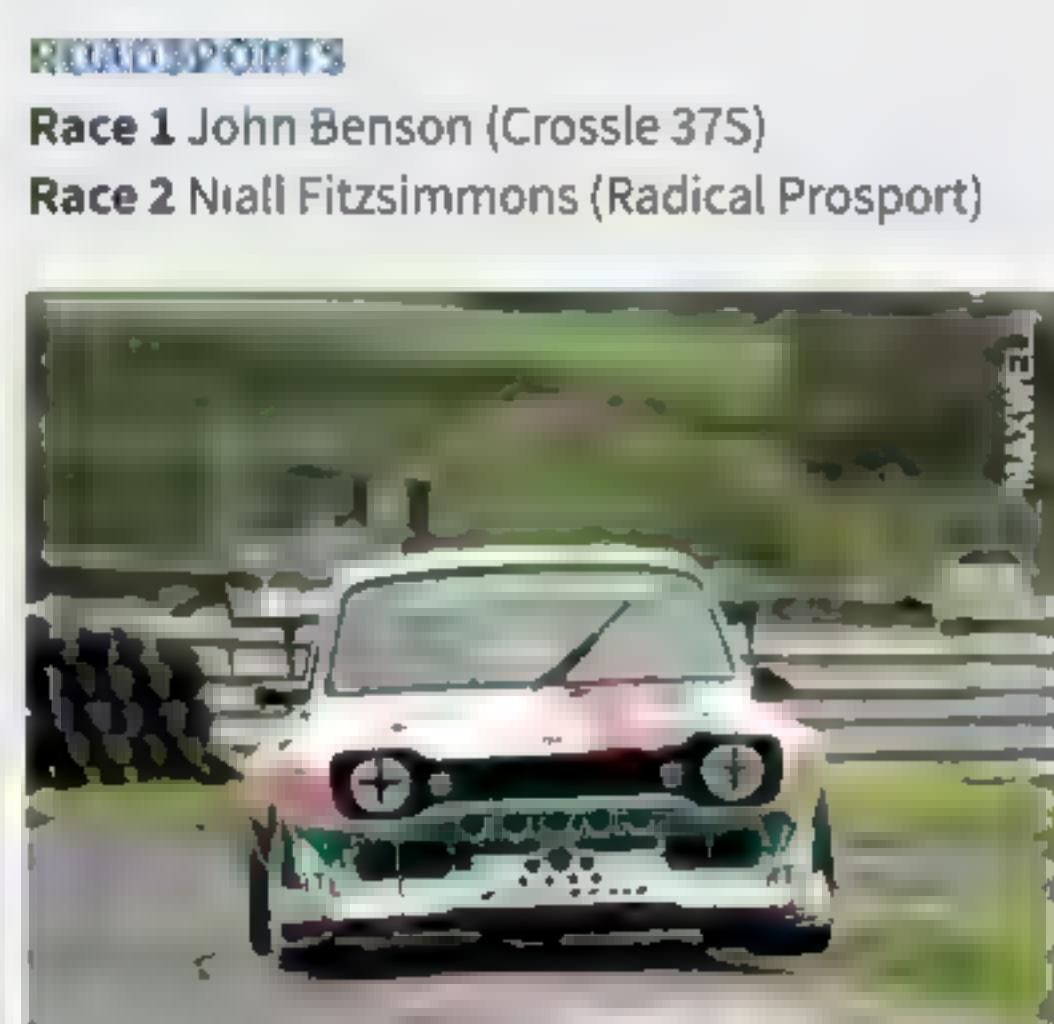
CITYCAR CUP
Race 1 Andrew Dyer (Citroen C1, above)
Race 2 Nic Grindrod (Citroen C1)

For full results visit: tsl-timing.com

KIRKISTOWN
FIESTA ZETECs
Race 1 Mark Stewart
Race 2 Michael Graham & Mark Stewart (tie)

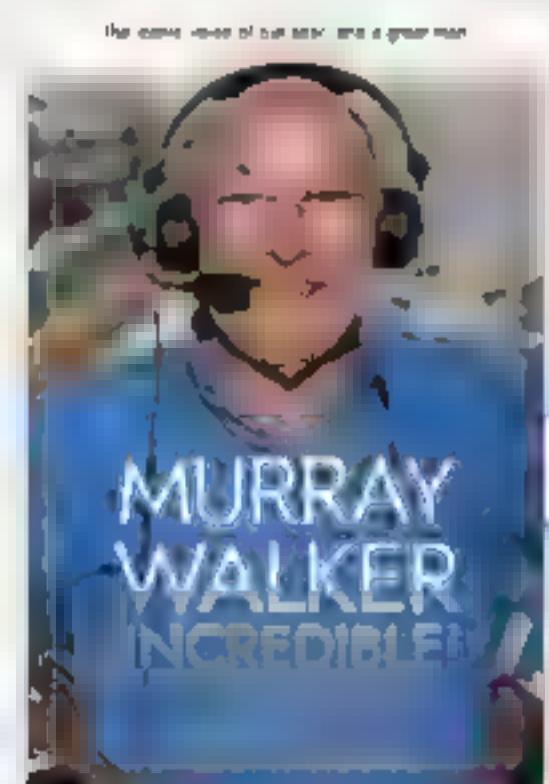
GINETTA JUNIORS
Races 1 & 2 Se Og Martin

SALOONS/GT5
Races 1 & 2 Gerard O'Connell
(SHP Escort Millington, below)



For full results visit: speedhive mylaps.com

LIFE STORIES OF A MOTORSPORT LEGEND



BOOK REVIEW

MURRAY WALKER: INCREDIBLE!
RRP £20

The passing of broadcaster Murray Walker back in March at the age of 97 left an immeasurable hole in Formula 1 and an outpouring of tributes from throughout the racing world.

They provided great comfort as Walker's friends and admirers shared their stories, helping to paint the picture of a remarkable life in racing that spanned over half a century.

Maurice Hamilton's latest book, *Murray Walker: Incredible!* – released 11 November – brings together many of these stories as he reflects on the life and career of one of motorsport's most beloved characters.

The book wonderfully intertwines Walker's off-track life with his unwavering passion and love for motorsport, starting from his first interactions with motorcycle racing with his father when he was a child.

Hamilton uses a handful of sources, but for much of Walker's life away from racing, he (fittingly) lets Murray do the talking, particularly when discussing his time serving in World War 2 and his successful career in the advertising world. While motorsport may have been at the very centre of Walker's life, the book helps depict a man who enjoyed the kind of experiences typically packed into two or three lifetimes, all with incredible grace and, above all, passion.

And when it comes to his commentary career, it's the passion that made Walker the unique figure he was. Hamilton captures this perfectly, delivering so many of

Walker's most famous commentary moments in a fashion that makes you hear Murray's voice in your head as you read along. It's testament to both Walker's own fervour and Hamilton's skill in conveying such moments.

The longevity of Walker's career means the book also acts as a nice path through the history of F1, but thankfully without getting bogged down in the finer details. Landmark moments that Walker commentated upon such as Fuji 1976, Suzuka 1989 and 1990, and, most famously, Damon Hill's title triumph in 1996 are explained well enough for newcomers to pick up.

It is also a decent history of the changing F1 media landscape, particularly in the UK. Hamilton explores the push from F1 being a regular segment on *Grandstand* to finally getting live coverage with *Grand Prix*. The shift from the BBC to ITV is also covered well, as is Walker's emotional decision to hang up his microphone in 2001.

But where the book really triumphs is in exploring the personal relationships Walker enjoyed with those closest to him, perhaps no better shown than with James Hunt. The duo may have created a wonderful partnership towards the end of their time together in the commentary box, but Hamilton does not shy away from the difficulties there were to begin with and the personality clash at play. The chapter centred on Hunt's sudden death is one of the most moving, giving gravitas to the loss that Walker would have felt.

A number of figures who were closest to Walker help paint the picture of the gentle, kind man he was. Martin Brundle and Hill are both particularly involved in the book, with Brundle supplying the foreword with a touching tribute. Walker's successor, James Allen, offers an entertaining story about watching England





beat Germany 5-1 while Walker was in his pyjamas.

There is a wonderful sense of humour running through the book. Part of that is down to Hamilton himself – his explanation of the issues over Durex sponsorship being a great example – but also thanks to Walker's own natural demeanour and kindness. His 'Murrayisms' are conveyed in perfect detail, with a chapter at the end being dedicated to nothing but his most famous sayings.

Incredible! serves as a reminder not only of what motorsport lost, but also everything it gained from the presence of Murray Walker. It should be a must-read for all motorsport fans looking to learn more about F1's most famous voice, and to remember what a special figure he was.

LUKE SMITH



autosport.com/podcast

US GRAND PRIX REVIEW: HOW MAX BEAT LEWIS



The United States Grand Prix was another thrilling instalment of the 2021 Formula 1 season, in which Max Verstappen brilliantly held off Lewis Hamilton for victory. Autosport Podcast host Ariana Bravo is joined by Motorsport.com editor-in-chief Charles Bradley and F1 writer and podcaster Sef Harding to explain how the race unfolded.

WHAT'S ON

INTERNATIONAL MOTORSPORT

World Endurance Championship

Round 5/6

Sakhir, Bahrain

30 October



motorsport.tv, Fri

1430, Sat 0830, TV Live

Eurosport 1, Sat 0845

Super Formula

Round 7/7

Suzuka, Japan

31 October



motorsport.tv, Sun 0500

Australian Supercars

Round 8/12

Sydney Motorsport Park, Australia

30-31 October



[Live](https://bt.com) BT Sport 3, Sat 0845, BT Sport Extra2, Sun 0230, BT Sport 2, Sun 0500

NASCAR Cup Series

Round 35/36

Martinsville, USA

31 October



[Live](https://live.premiersports.com) Premier Sports 2, Sun 1830

Formula Regional European by Alpine

Round 10/10

Monza, Italy

29-30 October



motorsport.tv, Sat 1315, Sun 1100

UK MOTORSPORT

Brands Hatch BRSCC

30-31 October

Formula Ford Festival, AMOC (GT, GT4, Intermarques), Mazda MX-5s (Championship, Clubman, Supercup)

Cambrian Rally

30 October

British Rally

Championship

Llandudno, Wales

Donington Park MSVR

30 October

Clubmans Sports

Prototypes, Elise Trophy, Focus Cup, Lotus Cup, Track Attack

Silverstone MRL

30-31 October

Amon Cup, Historic Touring Car Challenge, HRDC (Dunlop Allstars, Classic Alfa Challenge), Jack Sears Trophy, Jaguar Classic Challenge, Pall Mall Cup, Woodcote Trophy, Stirling Moss Trophy

Knockhill SMRC

31 October

Scottish C1s, Classics, Fiesta STs, Minis



WHAT COULD HAVE BEEN

When a career-changing move goes begging

SUTTON TAKES ON NORRIS

Somewhere in a parallel universe, junior single-seater cognoscenti are still raving about a 2015 MSA Formula season in which McLaren Formula 1 star Lando Norris fought it out with IndyCar sensation Colton Herta, Formula 2 maverick Dan Ticktum... and newly crowned three-time British Touring Car champion Ash Sutton.

Sutton, you see, had a deal in place to compete in what would eventually become known as British Formula 4 with Jamun Racing, one of the teams he drove for on his way to third place in the 2014 Formula Ford standings (above). But, thanks to the persuasion of BMR Racing chief Warren Scott, Sutton – who even while battling Jake Dennis, Alex Albon and others in karting had designs on a BTCC career – moved into the Renault Clio UK Cup.

"We had a very good year in Formula Ford, then the F4 came in and we were fully funded to go and do that," recalls Sutton. "That was a done deal at the last round of 2014. My mindset was fully focused on doing that, and it all changed.

"I met Warren with three rounds left of the Formula Ford championship in 2014. And then he kept twisting my

arm, twisting my arm, 'Come and drive one of my Clios', and bear in mind that [BMR junior] programme hadn't started yet. I was very much done and dusted in terms of the new F4 car, and it wasn't until he dangled the touring car carrot at me that I kind of went, 'OK, that's more realistic'. I could actually see how that was an achievable goal. You look at F1 – there's 20 seats there, it's a very hard journey."

Thanks to losing almost three years of his career due to injuries from a road crash, Sutton would turn 21 before the start of the 2015 season, while the main MSA contenders were 15. Did age play a part in the decision? "There was an element of that. I didn't really see it as an issue right at that time, but could it have been five years down the line? Potentially. I could just see a more realistic career in British touring cars or GT racing.

"Obviously I would have been a little bit older but it would have been interesting to see how that unfolded! I would have liked to have had a shot against Lando, but he's a different driver today than he was then, and so am I, so you never know. But he can drive a car fast, that boy!"

MARCUS SIMMONS

IN NEXT WEEK'S ISSUE

Disaster averted

TOYOTA EXPLAINS HOW IT NEARLY LOST LE MANS

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